

NORTHWEST PASSAGE SCENIC BYWAY

Corridor Management Plan
2 0 0 6 Update



Prepared by the Northwest Passage Scenic Byway Advisory Team

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Cover and inset photo graciously provided by Mike McElhatton, Digital Arts Photography

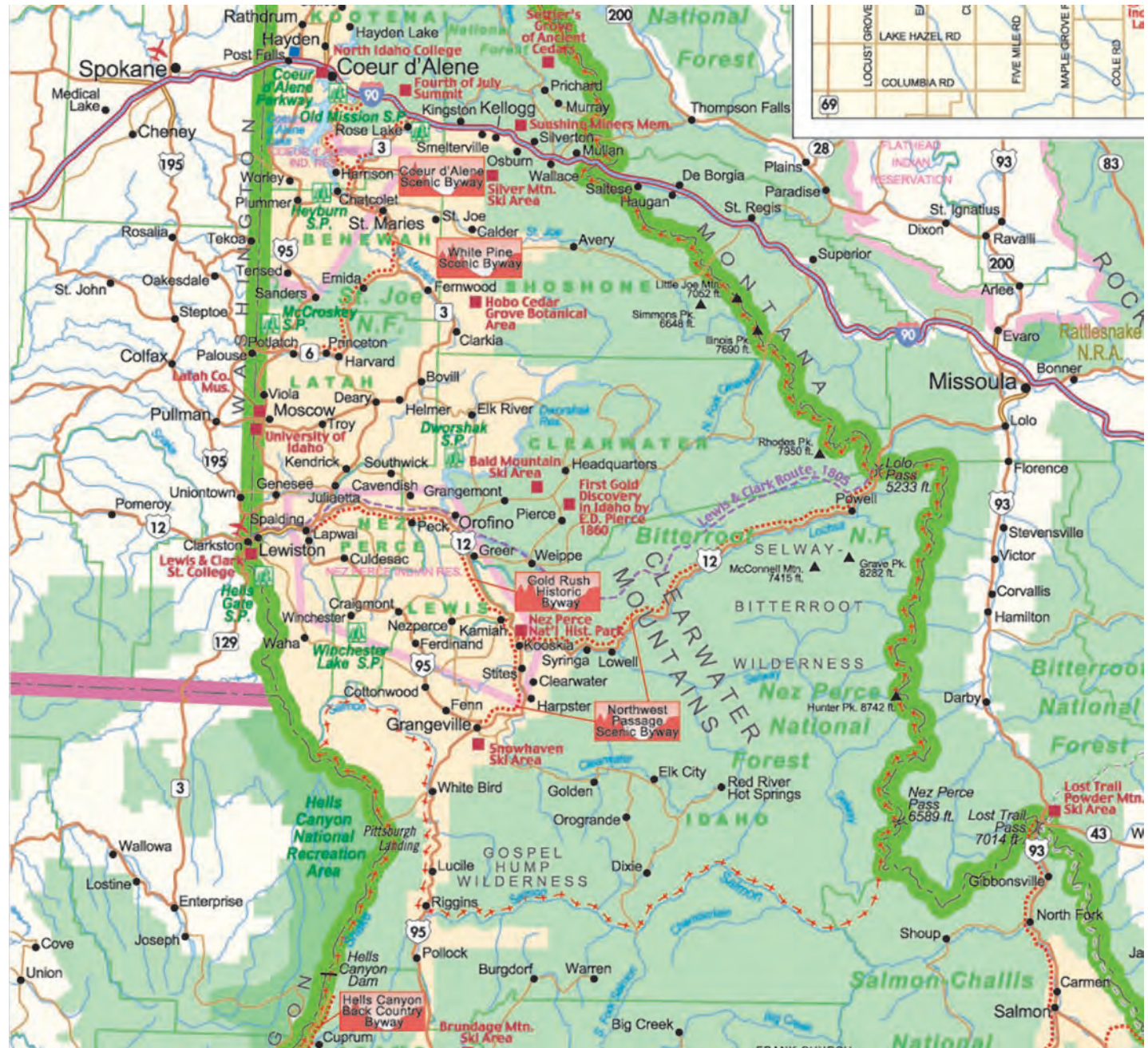


**BYWAY
MAPS**
State
National



VICINITY MAP

North Central Idaho Reference Map



Map used by permission. © maps.com

NWPSB MAP

Segments and Key Sites

Lewiston to Spalding

1. Lewis and Clark Discovery Center at Hells Gate State Park, Lewiston. Node.
2. Tseminicum. Wayside.
3. 5th Street Corridor/downtown Lewiston. Wayside.
4. North Lewiston Boat Ramp, Lewiston. Wayside.
5. Nez Perce National Historical Park, Spalding. Portal.

Spalding to Kamiah

6. Lenore Rest Area. Wayside.
7. Canoe Camp in Orofino. Node.
8. Greer Ferry. Wayside.
9. Long Camp/Riverfront Park, Kamiah. Node.

Kamiah to Kooskia

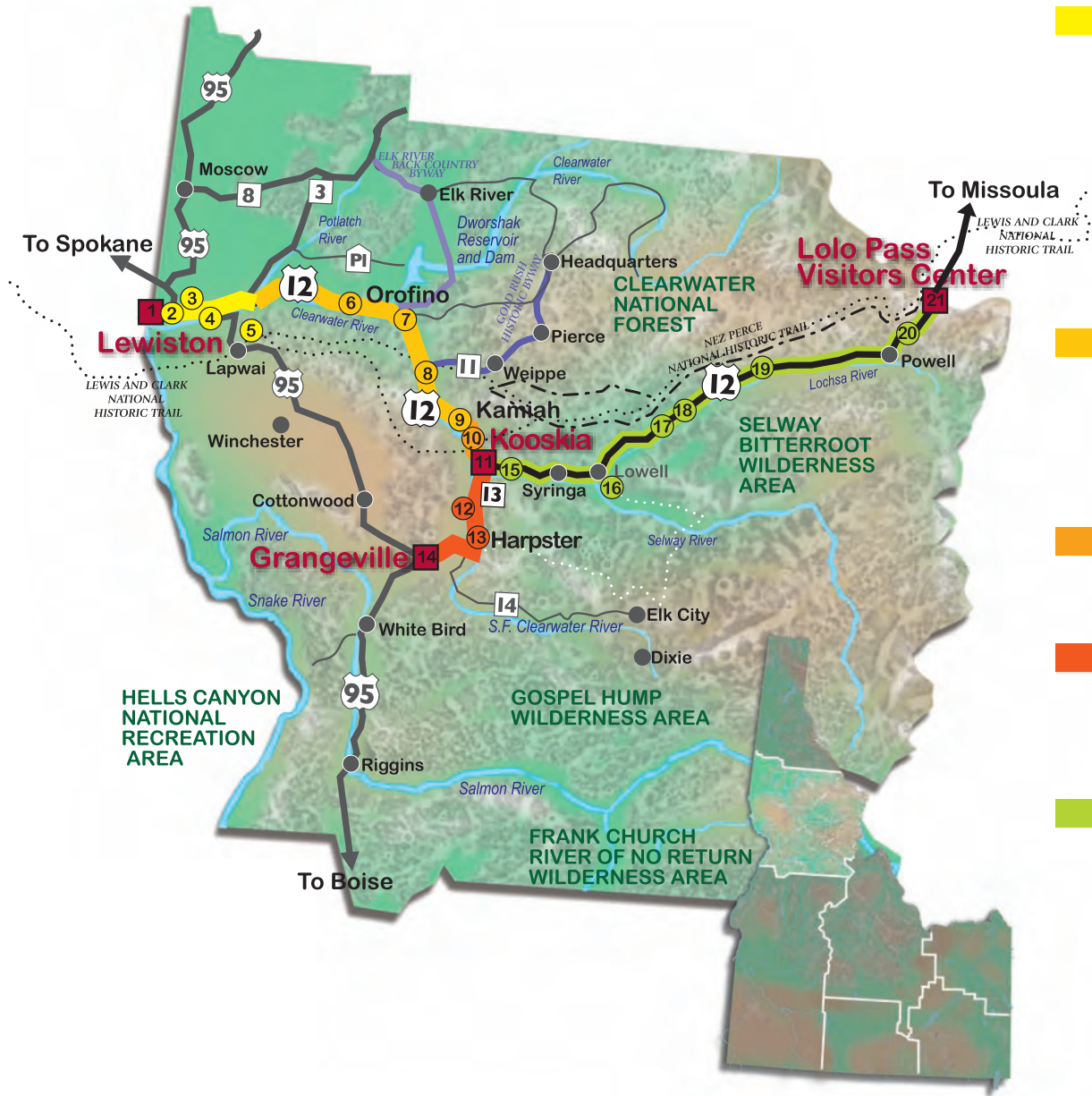
10. Heart of the Monster. Wayside.
11. Kooskia Crossing/Welcome Center. Portal.

Kooskia to Grangeville

12. Clearwater Battlefield. Wayside.
13. Harpster Junction. Wayside.
14. Eimers Park in Grangeville. Portal.

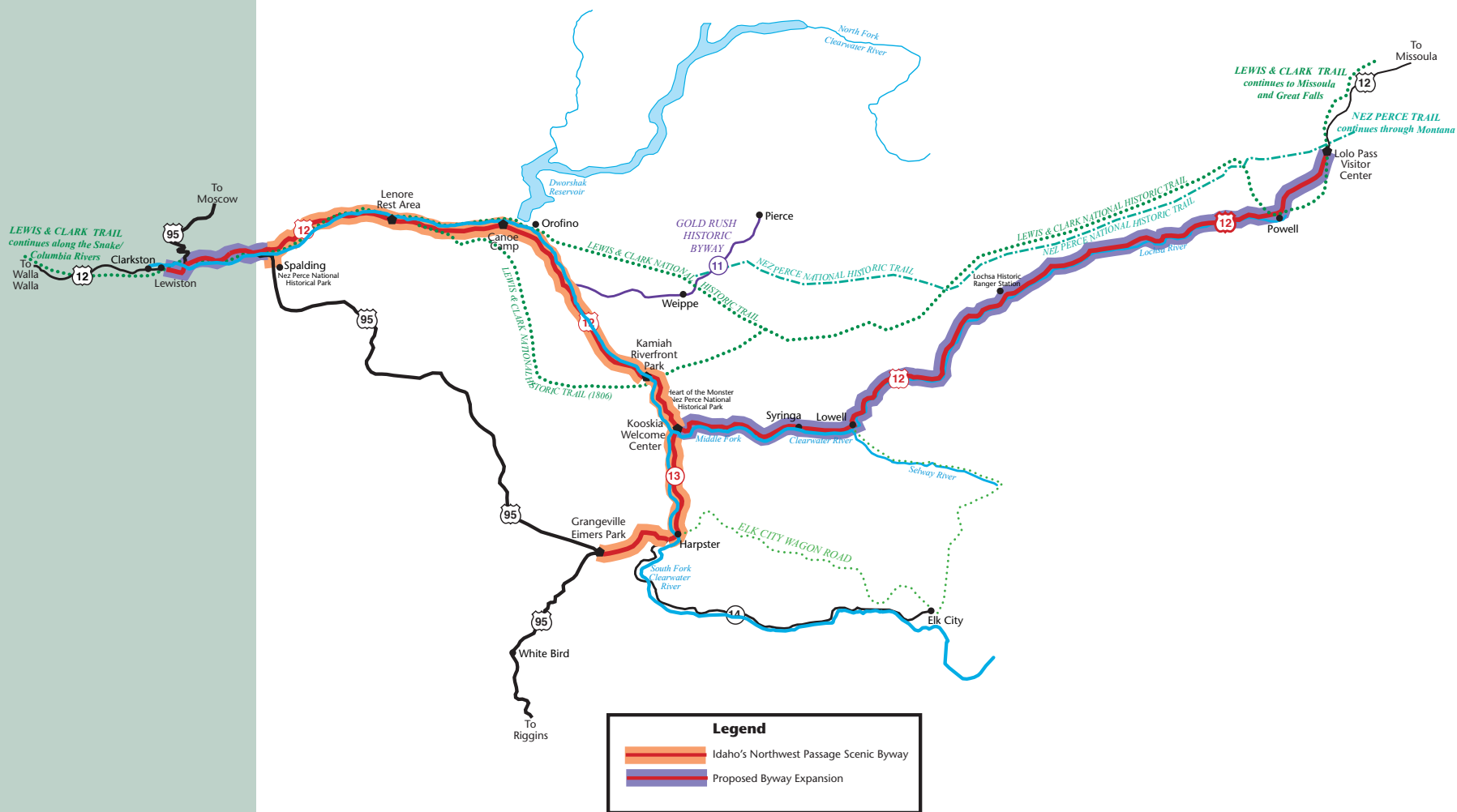
Kooskia to Lolo Pass

15. Looking Glass Camp. Wayside.
16. Fenn Historical Ranger Station. Wayside.
17. Fish Creek River Access. Wayside.
18. Lochsa Historical Ranger Station. Node.
19. Saddle Camp. Wayside.
20. DeVoto Memorial Grove. Wayside.
21. Lolo Pass Visitor Center. Portal.



NWPSB MAP

Location of State and Federal Designations



OVERVIEW



PART I

Mission and Goals
Intrinsic Qualities
Interpretation Plan
Current Conditions
Transportation System
Organizational Framework
Marketing and Promotion
Resource Management
Scenic Conservation
Key Sites



...to welcome, serve, and educate the motoring public; advocate for transportation safety; and promote economic development while sustaining a way of life that is valued by its residents.



MISSION

From mountain pass to river valley, the Northwest Passage Scenic Byway traverses a rich mosaic of landscapes, communities, and traditions unique to north-central Idaho. Its mission is to welcome, serve, and educate the motoring public; advocate for transportation safety; and promote economic development while sustaining a way of life that is valued by its residents.

GOALS

- Actively project the Northwest Passage identity. Encourage partners in the travel and tourism industry to adopt the byway as a cornerstone of regional marketing, particularly in regard to its scenic, historic, and cultural attributes.
- Share Nez Perce and European-American heritage with state, national, and international visitors. Promote interpretive facilities, services, and community events that enrich the visitor experience, while fostering appreciation for local history and cultural traditions.
- Facilitate partnerships to broaden the base of support for the byway, and to create new avenues for cooperation between the public and private sectors.

- Identify improvements for byway quality and safety, and work with local and state transportation departments and the byway Advisory Committee toward their realization.

- Establish a process to measure the impacts and results of byway initiatives.

INTRINSIC QUALITIES

The Northwest Passage Scenic Byway (NWPSB) possesses all six intrinsic qualities: scenic, natural, recreational, archeological and especially, cultural and historic. Human beings have lived for thousands of years in the valleys, canyons and prairies, leaving behind petroglyphs and ancient villages. The region's beauty and bounty continue to lure campers, anglers, boaters and sightseers from across the U.S. and abroad. The byway's paramount qualities are cultural and historical, and these qualities are the focus of our discussion for the NWPSB.

Cultural. The byway courses through the traditional homeland of the Nimi'ipuu, or Nez Perce people, who consider themselves of this country since time immemorial. Their rich heritage survives despite two centuries of profound, sometimes violent change that began with the appearance of the Lewis and Clark expedition in 1805. Visitors to the byway can experience this native culture first hand.

Kamiah, at the center of the byway, is a unique blend of Western, Victorian and Native American atmosphere. The region is reputed to be the warmest spot in four states and was thus the winter home of the Nez Perce for hundreds, possibly thousands, of years. Visitors to Kamiah can experience the Mat'Alyma Root Festival in May that includes the Nimi'ipuu Powwow. Looking Glass Days during the third weekend in August includes the Looking Glass Powwow, named after Chief Looking Glass, one of the co-leaders with Chief Joseph in the Nez Perce War.



A performing arts stage in Kamiah Riverfront Park (near the historic Lewis and Clark Long Camp) offers the opportunity for the Nimi'ipuu to tell, in their own words, the story of an elderly tribal woman who implored tribal warriors to do Lewis and Clark and their Corps of Discovery "no harm." Thus, Lewis and Clark were able to complete their journey to the Pacific Ocean. Visitors will experience for themselves tribal storytelling—a history unknown and untold in many parts of the world.

Spalding, a key site on the NWPSB, also offers outstanding views into Nimi'ipuu culture. The site of the historic Spalding Mission and Nez Perce National Historical Park, Spalding is close to the center of Nez Perce Tribal Government, three miles away in Lapwai. In addition to its salmon recovery efforts, the Nez Perce Tribe is strengthening its cultural ties to animals at the Wolf Education and Research Center and in its Appaloosa horse breeding efforts.

The Tribe has been nationally recognized for its efforts to reintroduce "He'me," the gray wolf, and honor the animal that once roamed the Nimi'ipuu ancestral homeland. Byway visitors can take a 20-mile detour from the byway to visit the Wolf Education and Research Center in Winchester, where wolves born in captivity have been returned to a semi-wild environment.

The Nez Perce also continue their efforts to breed a horse close to the one tribal members rode more than two centuries ago. When Lewis and Clark traveled through this region, they were impressed with the beautiful horses with spots—Appaloosas—raised by the Nez Perce. They recorded in their journals that the Nez Perce had the largest horse herd on the continent. In 1996, the Nez Perce began cross-breeding Akhal-tekas horses from Turkmenistan with Appaloosas in order to recover the characteristics lost when the Appaloosas intermingled with the horses of U.S. troops.

The result of the cross-breeding is an exciting new breed with a solid foundation of Appaloosa stock of importance to the Tribe and of significance to horse breeders around the world.

In addition, Lapwai hosts the E-Peh-Tes Championship War Dances in March, Joseph's Memorial Powwow in June, and the Young Nations Powwow in November, giving visitors ample opportunities to experience Nimi'ipuu culture.

Historical. The byway is a microcosm of America's western expansion, replete with sites and stories representing successive chapters on the fur trade, missionaries, mining, settlement, steamboating, military, logging, and agriculture. Visitors today find a fascinating blend of cultures—ancient and recent, natives and newcomers. This uniqueness differentiates the Northwest Passage Scenic Byway from all other motorways in the America's Byways program.

Management of Intrinsic Qualities.

In 1965, Congress authorized the Nez Perce National Historical Park, a unit of the National Park System. The park encompasses byway sites that are illustrative of Nez Perce and western U.S. history. Sites include convenient vehicle pullouts with interpretive signs developed by the Idaho State Historical Society (ISHS) and maintained by the Idaho Transportation Department (ITD).

In 1978, Congress established the Lewis and Clark National Historic Trail, administered by the National Park Service (NPS). Parts of the trail parallel the byway along the Lochsa River. Other parts follow the byway route and include locations at Canoe Camp and Long Camp, significant to the Lewis and Clark story.

In 1986, the Nez Perce (Nee Me Poo) National Historic Trail, administered by the U.S. Forest Service, was also designated as a component of the multi-state National Trails System.



Cheeta Brown

Visitors to Kamiah can experience the Mat'Alyma Root Festival in May that includes the Nimi'ipuu Powwow.



IDCL

Wolf Education and Research Center, Winchester.



IDCL

When Lewis and Clark traveled through this region, they were impressed with the beautiful horses with spots, a breed now called Appaloosa.





Lewis and Clark National Historic Trail.

IDCL

Altogether, these three federal designations reflect the national significance of north-central Idaho's history and culture. By the time the Northwest Passage Scenic Byway was created in 1989, the groundwork for public interpretation of its key intrinsic qualities had already been laid.

INTERPRETIVE THEMES AND PLANNING

Interpretation is defined by the National Association for Interpretation as "a communication process that forges emotional and intellectual connections between the interests of the audience and the inherent meanings in the resource."

Byway resources identified in this Corridor Management Plan (CMP) include historic sites, interpretive facilities and centers, and natural features that possess particular cultural associations or meanings. The byway's stories are told through interpretive media (signs, brochures, audio tours, facility exhibits and audiovisual presentations) and interpretive staff at state and federal agency visitor centers.

These sites, facilities, centers, and features are described in Part II of the CMP.

Guiding Themes. The following themes guide interpretation of Nez Perce National Historical Park and the Nez Perce (Nee Me Poo) National Historic Trail, and they readily apply to the Northwest Passage Scenic Byway:

- The Nez Perce developed a distinct culture through more than 11,000 years of interaction with the environment and landscape of their traditional homeland.
- The Nez Perce people and their culture have undergone and continue to undergo many changes as a direct result of their cooperation and conflict with European-American culture and the United States government.

■ The Nez Perce (Nee Me Poo) National Historic Trail symbolizes the dramatic collision of cultures which shaped the region's past and continues to change the region and its people today. This Trail parallels the lives of all people who strive for peace, homeland, wealth, security, spiritual freedom, and a chosen way of life.

Additional interpretive themes specific to this byway are similarly relevant to the park and both national historic trails:

■ The Northwest Passage Scenic Byway is a corridor through geologic and human time. It traverses urban, rural, and wildland settings that influenced Nez Perce and European-American transportation, settlement, culture, and industry.

■ The Lewis and Clark Expedition opened the world to the land and people of present-day north-central Idaho, and its stories are told today on the Northwest Passage Scenic Byway.

Byway topics include pre- and post-contact Nez Perce heritage; the 1805-06 Lewis and Clark Expedition; fur trade; Presbyterian and Catholic missions; the federal Treaties of 1855 and 1863 with the Nez Perce; the 1860 gold rush; the 1877 Nez Perce War and its aftermath; and historical development of the timber and agricultural industries, transportation, recreation, hydropower, and hatcheries, as well as contemporary Nez Perce life and the tribe's resource management activities.

Thematic interpretation along the Northwest Passage Scenic Byway is best accomplished through a collaboration of state and federal agencies, organizations, and citizens. The two key federal stakeholders are the National Park Service and U.S. Forest Service. Two key state stakeholders are the Idaho State Parks and Idaho State Historical Society.

Given the compatibility with Nez Perce National Historical Park and Nez Perce National Historical



Trail themes, NPS is the logical lead for coordinating byway interpretive planning efforts. NPS offers staff expertise and an ongoing collaboration with local, county, state, federal, and tribal entities.

Recommendations for implementation of byway interpretation are identified in Part III.

Other Types of Interpretation. A category distinct from interpretation is the visual and performing arts. These encompass civic and historical commemoration, folk celebration, entertainment, and evocation of artistic vision. Craft fairs, powwows, performances, and public art such as murals and sculptures are examples, and their presence enriches visitors and residents alike.

Locally conceived and driven, such endeavors are best commissioned, conducted, maintained and preserved at grassroots levels. They are entirely appropriate expressions of civic life and local culture along the scenic byway, and deserve to be encouraged and supported.

CURRENT CONDITIONS

Background. The Clearwater Canyons Scenic Byway was designated by the State of Idaho in 1989. Led by residents of Orofino, this grassroots effort was supported by the Idaho Transportation Department, Idaho Travel Council and key legislators.

At its creation, the Clearwater Canyons Scenic Byway served as a scenic travel alternative to travel on U.S. Highway 95 from Spalding to Grangeville. The byway was a 90-mile corridor along U.S. Highway 12 from Spalding along the Clearwater River to Kooskia. From there, it paralleled the South Fork of the Clearwater River and followed State Highway 13 to Grangeville.

For the most part, businesses and communities did little to create joint efforts during the first five years of the Clearwater Canyons Scenic Byway.

There was no real voice or forum for this kind of action. By 1994, however, the North Central Idaho Travel Association began to encourage cooperative programming and soon after completed a regional tourism plan.

In 1995, NCITA adopted “Idaho’s Northwest Passage” as its central tourism development theme and also the foundation for future scenic byway planning. NCITA also received approval from ITD for a grant to undertake a Corridor Management Plan. In 1997, the CMP was completed and included the recommendation to change the byway name to Idaho’s Northwest Passage Scenic Byway. The name change was approved in March 1997.

In 2000, the Idaho Transportation Board reviewed an application by the City of Lewiston to extend the state-designated byway to include that section from the Spalding Bridge westward to the Idaho/Washington state line and eastward from Kooskia to Lolo Pass along U.S. Highway 12. The byway received national designation in 2002; while the expanded portions of the byway received the state byway status. Direction by ITD in 2003 removed “Idaho” from the byway name.

The entire byway was awarded the elite national designation—All-American Road—in 2005.

With leadership from NCITA and ITD, many of the action items and projects outlined in the 1997 CMP have been successfully implemented. In particular, great strides have been made in marketing, promotion and transportation.

The 1997 CMP identified 12 key sites to reveal the unique aspects of the byway. In 1999, federal scenic byway funds were allocated to implement interpretive site improvements at five key Byway sites: Lenore Rest Area, Canoe Camp in Orofino, Long Camp/Riverfront Park in Kamiah, Kooskia Crossing, and Eimers Park in Grangeville.



Idaho's Northwest Passage Scenic Byway logo in 1998.



ITD-designated Northwest Passage Scenic Byway logo in 2003.





Clearwater Canyons Scenic Byway mapboards in the 1990s showed the state-designated byway route.



NWPSB mapboard near Grangeville, the southern portal.

Mary Lortsh Jahn

A landscape architect and graphic artist were contracted to develop a site plan, create a workable kiosk design, and identify themes for the layout and design of interpretive signs at each of the five funded key sites. After completing a thorough inventory of each site and holding multiple community meetings, a Visioning Report was published. Site needs were prioritized and interpretive sign themes were identified. A component of this project included the development of a mapboard to highlight the 12 key sites and the location of the byway. The 4' x 8' informational mapboards were installed at the byway portals (Lewiston, Kooksia, Grangeville, and Lolo Pass) as well as at the Lenore Rest Area.

Location and Character. The people and cultures of the Northwest Passage Scenic Byway are inextricably tied to the surrounding natural resources. Without the salmon, elk, camas, minerals, timber, grasses, water, fertile soil, and other resources, the Nez Perce, the fur trappers, the missionaries, the miners, the loggers, and the farmers would not have come to these areas. The byway route includes a patchwork of lands in private, local, state, tribal, and federal ownership. Visitors to its diverse sites will learn how the complex interrelationship of natural and cultural environments has shaped the experiences of those who live along the byway today.

NWPSB is located equidistant between Boise, Spokane and Missoula in a region called north central Idaho. The mountains and valleys that enfold this corridor are characterized by steep walls, forests of pine and fir, an abundance of wildlife, innumerable streams, waterfalls and occasional open valley floors which have drawn settlements since time began.

The most extraordinary feature in the corridor is the Clearwater River. The river system, named so appropriately for its pristine flows, drains 9,600 square miles, all within Idaho. The river corridor—a natural passageway for travelers over the Rocky

Mountains since humans first arrived thousands of years ago—was the first transportation link through the region. With the coming of western settlers, river travel was augmented over time by wagon roads, tramways, the railroad and finally construction of Highways 12 and 13.

The byway is a two-lane road that carries and connects residents, commodities and visitors through the region. Its rough and winding route prompted early travelers to establish the “Brink-and-a-Half” Club in which membership was based on surviving a traffic accident while traveling along the the roadway and whose efforts were instrumental in the completion of U.S. Highway 12. Since its completion in 1962, the highway system has been the principal influence on the physical form and development of its communities. The byway provides for a sense of community by acting as the gateway into the towns along it. The quality of highway improvements and how they connect to these towns greatly influences each community’s character.

Most of the land adjacent to the byway corridor is rural or undeveloped due to its rugged character. Use over time reflects local values, political policy, changing economics and agricultural science.

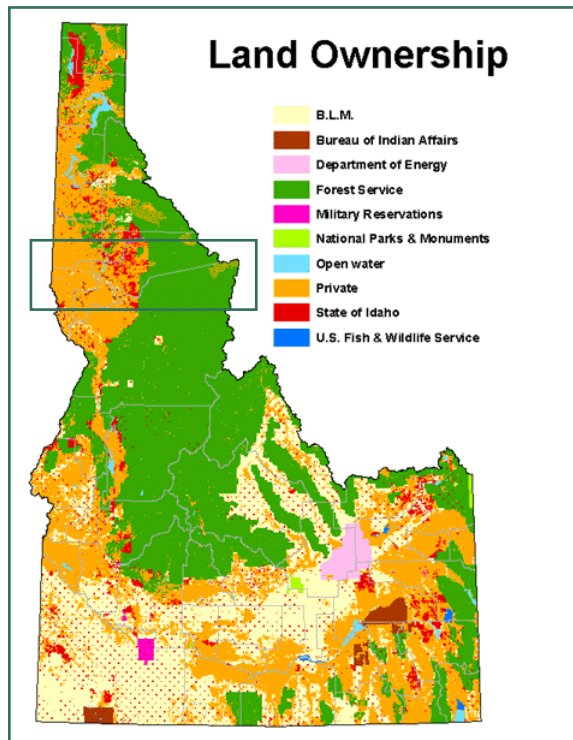


Heather Berg

Winter view of Lochsa River on U.S. Highway 12 at MP 132.



Ownership. Patterns of ownership statewide are shown on the map below. The western byway corridor lies within the Nez Perce Indian Reservation, although most of the land is privately owned. The eastern byway corridor lies mostly within national forest public lands.



Based on linear miles of land ownership immediately adjacent to byway, Tables 1-3 illustrates ownership patterns along the Byway.

OWNERSHIP* BY BYWAY MILES
Table 1

Ownership	Miles	Percentage
Private	77	38
Nez Perce Tribe	29	14
State	6	3
Federal	90	45

**Estimates are based on rough measurement of 1":10km map. Values are rounded to next whole number.*

TOTAL BYWAY MILES BY POLITICAL BOUNDARIES
Table 2

Ownership	Miles	Percentage
Nez Perce Reservation	90	45
Clearwater and Nez Perce national forests	91	45
Idaho County	134	66
Nez Perce County	38	19
Lewis County	17	8
Clearwater County	12	6

Estimates are based on information presented in Table 1.

OWNERSHIP* BY SEGMENT BASED ON LINEAR MILES
Table 3

Segment	Hwy	Milepost	NP Tribe	State	Federal	Private
Lewiston-Spalding	12	0.0–10.1	0	0	0	10
Spalding-Kamiah	12	10.1–66.7	17	5	9	26
Kamiah-Kooskia	12	66.7–75.2	4	0	<1	4
Kooskia-Grangeville	13	0.0–26.5	6	0	3	18
Kooskia-Lolo Pass	12	75.2–174.4	2	1	77	19

Estimates are based on information presented in Table 1.



Public Sentiment. There is a strong sense of ownership for the land and the industries which have sustained a time-honored rural way of life. The public input processes for both the original CMP and the updated CMPs were emphasized to assure open discussion of various views. Differing perspectives were listened to and respected. Participants appreciated the importance of making good choices. By focusing on common understandings (the byway as an asset to assist a weak economy, for instance), byway promoters were able to work toward mutually agreeable objectives. Thus, all awareness-building activities begin at the grassroots level, with emphasis on building local direction and a regional team.

Tourism Trends. Tourism represents one of the most important activities in Idaho's economy. Statewide, the tourism/travel/recreation industry has enjoyed steady growth over the past decade and continues to grow at a rate faster than the state's overall economy.

At the annual meeting on November 11th, 2004, North Central Idaho Travel Association reported on the state of the tourism industry.

Nationwide trends:

■ Travel to rural areas is popular, travelers are traveling closer to home and taking shorter vacations; historic and cultural family travel are big segments; domestic leisure travel steadily increased despite international terrorism, a slumping economy, the war in Iraq, and rising gas prices.

■ Heritage and cultural travel is a lucrative market, luring 81% of adult travelers in 2003.

■ Heritage and cultural travelers spend more money, stay longer, and four in ten added extra time for historical activities.

Statewide trends:

■ Idaho welcomes 21.7 million visitors annually.

■ Tourism ranks as Idaho's third largest business, generating \$2.1 billion annually.

■ Tourism creates 42,000 Idaho jobs paying \$167 million in state and local taxes.

North-central Idaho trends:

■ In 2004, lodging sales in north-central Idaho (Latah, Idaho, Lewis, Nez Perce, and Clearwater counties) increased 13% over the same period (January-September) in 2002. This compares favorably with statewide lodging sales increases.

■ Outfitted fishing trips and land-based activities in north-central Idaho are increasing, but big-game hunting and destination float trips are decreasing. Adventure travelers and eco-tourism are growing tourism sectors.

■ In 2003, the total impact of tourism in north-central Idaho was over \$149 million and accounted for 4,696 jobs.



Digital Arts Photography

Tipi pitching is one of many ranger programs offered at Nez Perce National Historical Park, Spalding.



Mary Loris Johnson

View of downtown Grangeville.



TRANSPORTATION SYSTEM

Both U.S. Highway 12 and State Highway 13 link the population centers of north central Idaho and the recreational, historical and cultural opportunities in the region. The very nature that makes the route exceptionally scenic—its narrow canyons, mountainous terrain, and winding path—also demands responsible driving. Drivers must be alert and cautious when passing and must control vehicle speed.

Management. The byway roadway is managed by Idaho Transportation Department. Because the byway from Kooskia to Lolo Pass travels parallel to the Middle Fork Clearwater and Lochsa Wild and Scenic Rivers, management of the roadway must be consistent with protecting the scenery, water quality, wildlife, historic and cultural resources. The Wild and Scenic Rivers Act prohibits encroachment into the river, thus the narrow and winding road that exists today will be changed only minimally over time.

Byway Segments. In order to address the unique features and settlement patterns along the 202-mile route, the byway has been divided into five segments.

Segment 1. The byway begins at the Washington state line on U.S. Highway 12 at Lewiston, then east southeast to Spalding, a total of 11 miles. Most of this well-maintained segment is a four-lane urban roadway providing a safe, but fast-moving traffic corridor.

Segment 2. From Spalding, the byway extends 56 miles east on U.S. Highway 12, traversing the Clearwater River Canyon, passing through the town of Orofino and on to Kamiah. This region is characterized by rolling, though winding terrain.

Segment 3. Continuing east on U.S. Highway 12, the Byway continues eight miles from Kamiah to Kooskia still paralleling the Clearwater River. The landscape character widens and is more populated. Local traffic is heavy in this segment with few passing/turning opportunities.

Segment 4. At Kooskia the byway splits. One segment turns south on State Highway 13 and winds 26 miles to the town of Grangeville. The route ascends the winding Harpster Grade to the fertile Camas Prairie. The road traverses rolling to mountainous terrain with few passing opportunities.

Segment 5. At Kooskia, another segment continues east on U.S. Highway 12 along the Middle Fork of the Clearwater River and the Lochsa Wild and Scenic River, through a magnificent wilderness culminating at the Lolo Pass Visitor Center and the Montana border. The winding, 100-mile two-lane road has occasional passing lanes and slow vehicle turnouts.

With data provided by ITD, Table 4 illustrates the characteristics of each highway, including level of service, terrain, and average daily traffic, and commercial use. The data supports the need for updated traffic studies to address current conditions.

Level of Service (LOS) is based on average travel speed, the percent time delay, and a comparison of actual volume to the total capacity of a particular road segment. It is rated from “A,” a high level of service, to a low of “E” and is adjusted to take into account factors such as terrain type, passing opportunities, lane width, and heavy vehicles.

Terrain. Land-use characteristics in the highway corridor are listed as urban or rural. Topographic characteristics fall into one of three designations: level, rolling, or mountainous.

AADT is the average annual daily traffic along a particular highway segment. Projected AADTs for 2026 are a helpful tool for transportation planners to anticipate roadway improvements and for byway promoters to plan promotional efforts.

Commercial Traffic. Truck traffic along the byway can be substantial and aggressive. Truck drivers, intent upon transporting goods in the shortest possible time, must share the roadway with motorists who want to leisurely discover the rich history and culture of the byway.



View of Harpster Grade, State Highway 13.

Mary Loris Johnson

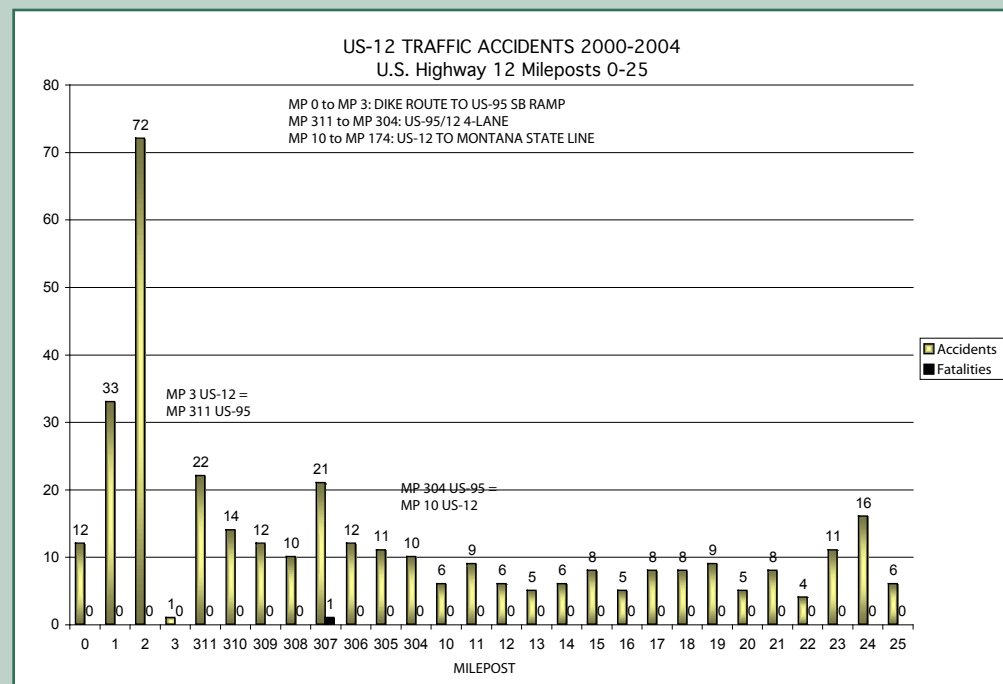


TRAFFIC DATA

Table 4

Segment	Hwy	Location	LOS	Terrain	AADT 2004	Projected AADT 2026	% Commercial
1	12	Lewiston	E	Urban/Level	7,360	10,490	12.4%
1	12	East Lewiston-Spalding	A/B	Urban/Level	20,510	27,170	8.7%
2	12	Spalding-Kamiah	E	Rural/Level	3,860	5,700	14.4%
3	12	Kamiah-Kooskia	E	Urban/Level	3,480	5,120	11.9%
4	12	Kooskia-Lolo Pass	D	Rural/Rolling-Mountainous	720	1,090	27.0%
5	13	Kooskia-Grangeville	E	Rural/Rolling-Mountainous	3,230	4,330	8.2%

Table 5: ACCIDENT DATA ON U.S. HIGHWAY 12 MP0-25



Accident data.

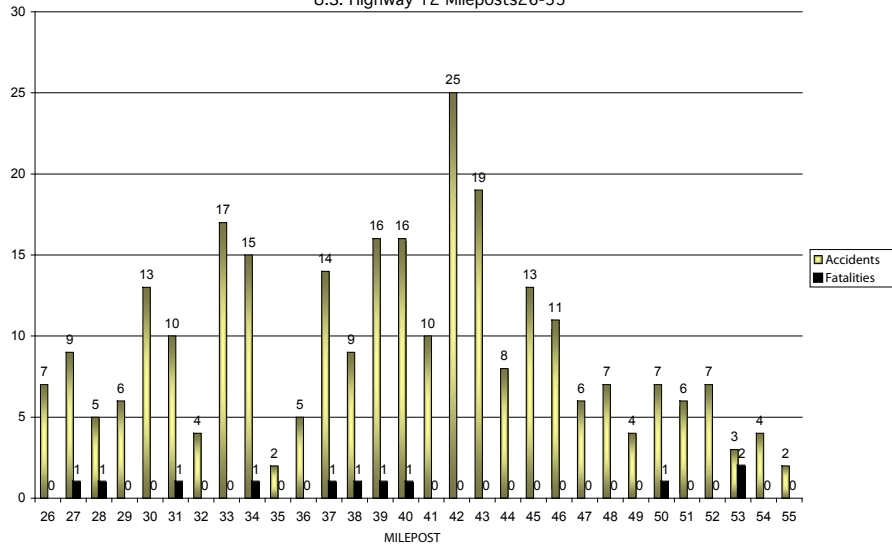
Tables 5-7 shows a summary of accidents on U.S. Highway 12 and State Highway 13 over a five-year period.

Implementation strategies addressing transportation and safety are found in Part III.

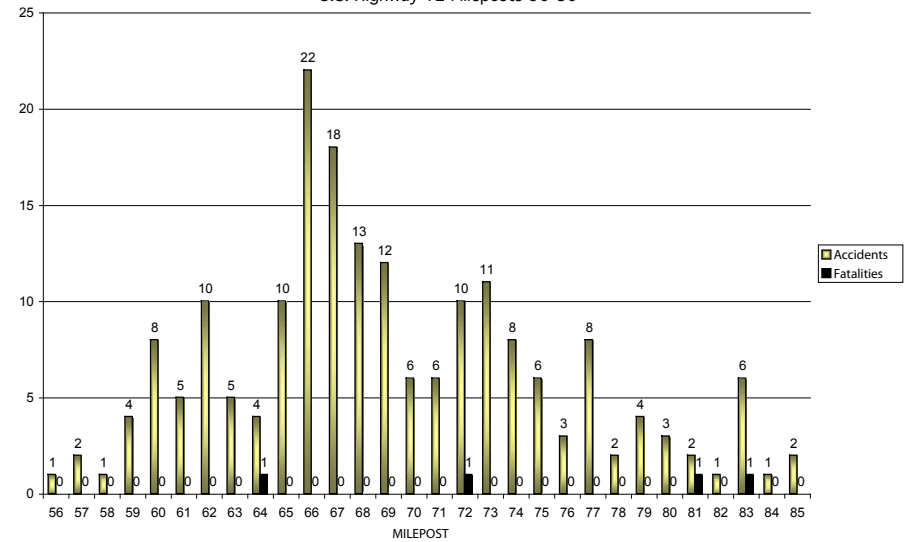


Table 6: ACCIDENT DATA ON U.S. HIGHWAY 12 MILEPOSTS 26-85
AND STATE HIGHWAY 13 MILEPOSTS 0-26

US-12 TRAFFIC ACCIDENTS 2000-2004
U.S. Highway 12 Mileposts 26-55



US-12 TRAFFIC ACCIDENTS 2000-2004
U.S. Highway 12 Mileposts 56-86



STATE HIGHWAY 13 ACCIDENTS
2000-2004

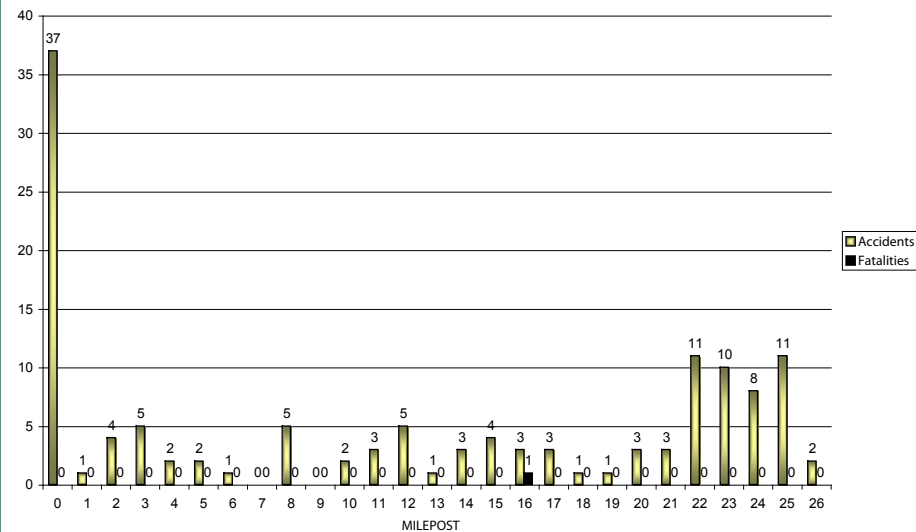
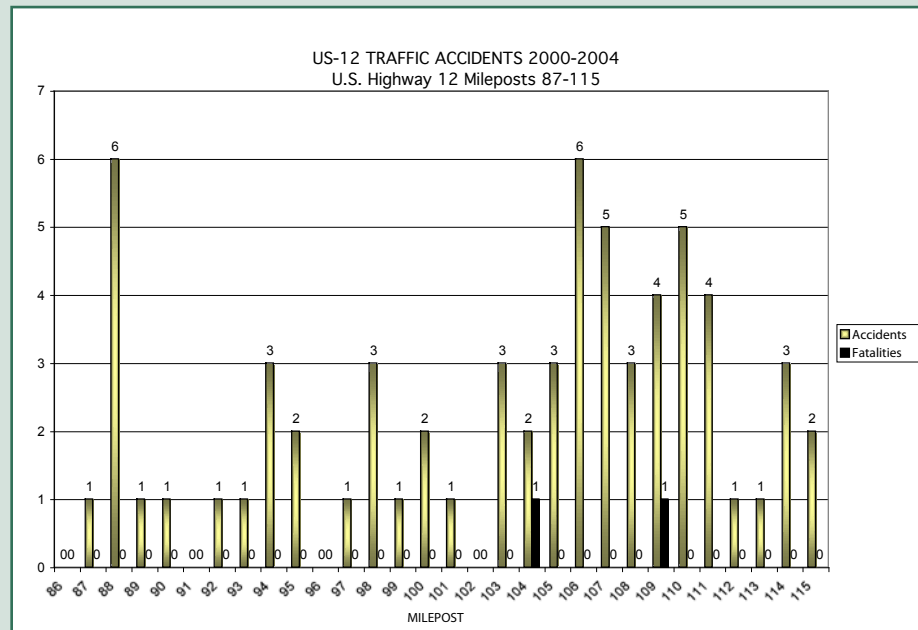
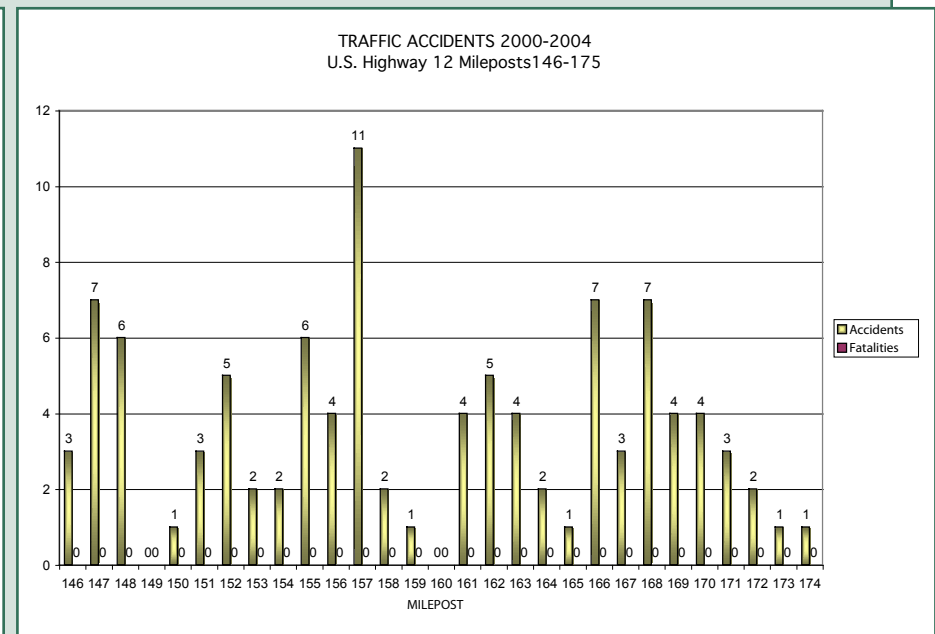
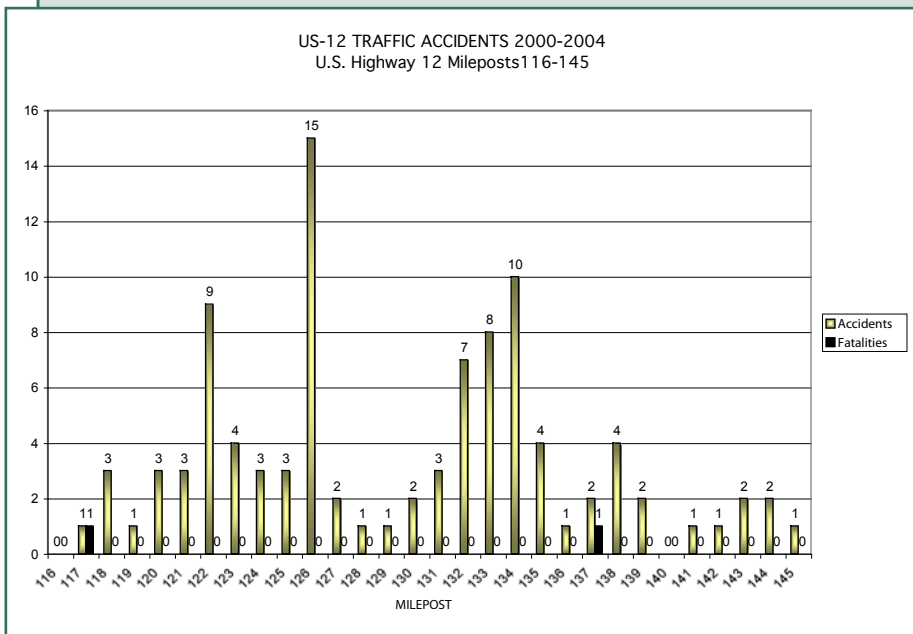


Table 7: ACCIDENT DATA ON U.S. HIGHWAY 12 MILEPOSTS 86-175



Heavy snow accumulations at Lolo Pass often make travel difficult during winter months.



Other factors influence the use and condition of the byway route.

Tourism Traffic. Tourism traffic increases as a portion of the total traffic during the summer months. The Wild and Scenic designated portions of the Clearwater and Lochsa rivers, along with the Lewis and Clark historical sites, adds to the attraction.

Seasonal Traffic. Highway usage varies significantly between summer and winter. Summer volumes expand by 40% over winter traffic. While tourism accounts for some of this, inclement weather makes all types of travel difficult during winter months. The peak use month is August with traffic volumes about one-third greater than the annual average. The lowest use month is December.

Non-motorized Traffic. Pedestrians, equestrians, and bicyclists use the scenic byway. In many cases, there is not sufficient shoulder room to allow non-motorized users to stay out of traffic lanes. Development to better accommodate bicyclists and pedestrians is unforeseeable given the steep terrain and drop-offs toward the river.

Wayfinding. To address the challenges faced by travelers trying to find their way along the byway, a system of wayfinding is being explored. Websites, maps, the use of international symbols, print media, audio tours, radio transmitters, ITD's pending 511 visitor information system, and signs must be consistent, compatible and organized. A high priority for byway promoters is the development and implementation of a systematic approach to wayfinding so that visitors (both national and international) and residents can easily find and recognize area attractions and services.

Call Boxes. In anticipation of the Lewis and Clark commemoration, a Bicentennial Public Safety Plan was drafted. Public safety and community infrastructure have been assessed to assure adequate response to emergencies and increased visitation.

Call boxes have been placed in unpopulated stretches of the roadway.

Implementation strategies for transportation and safety are found in Part II.

ORGANIZATIONAL FRAMEWORK

Northwest Passage Scenic Byway Advisory Team (NWPSB-AT).

Successful byway development requires organization and management. The time has come for a more permanent and focused approach which will require three key sets of skills: the first is the expertise to build partnerships with other agencies and governments to build the support system needed for byway development; second is the ability to engage community groups and individuals in undertaking byway projects; and third is the capacity to implement tourism promotion projects. These skills need to be housed in a professional organization devoted to the byway mission. The Northwest Passage Scenic Byway Advisory Team (NWPSB-AT) is poised to become that organization. Created under the leadership of Clearwater Economic Development Association (CEDA), the NWPSB-AT includes representatives from federal and state agencies, community governments, and regional tourism organizations. The NWPSB-AT serves as the lead entity for activities along the byway.

Since February 2004, NWPSB-AT's mission is to bring together those responsible for coordinating corridor management, to develop common management objectives, to set realistic management priorities, and to assist efforts along the byways of north central Idaho.



Heather Berg

Cars parked beside the roadway along U.S. Highway 12 near the Lochsa River.



Heather Berg

Byway advance sign.





View of U.S. Highway 12.

Heather Berg

Goals and objectives for NWPSB-AT are:

1. Advocate the benefits of membership and collaborative byway management programs.
 - *Promote implementation of Corridor Management Plan initiatives.*
 - *Highlight and protect regional assets*
 - *Advocate public safety*
2. Communicate and network with regional partners to build resource tools and develop institutional memory.
 - *Promote awareness of relevant corridor management projects*
 - *Insure consideration of regional assets and issues*
 - *Provide a forum for information sharing*
3. Inform and educate regional partners and community leaders of the resources available for byway management.
4. Prioritize and coordinate byway projects.
 - *Promote project development criteria and evaluation*
 - *Actively pursue resources to develop and implement CMP projects*
 - *Develop an evaluation/feedback mechanism to assess project relevance and need and to review how NWPSB-AT responsibilities are being met.*

With the development of the NWPSB-AT and its membership structure, county and city governments, land management and road jurisdiction agencies, regional marketing organizations, local chambers of commerce and business organizations, plus local businesses and visitor attractions will be kept informed of the activities of the byway. Likewise, NWPSB-AT has the primary responsibility for maintaining and facilitating public input and participation for effective management and development of the byway.

Collaborating with and assisting NWPSB-AT to meet its goals and objectives are:

North Central Idaho Travel Association (NCITA).

This 501(c)(3) nonprofit corporation is a regional tourism organization offering marketing assistance and support and collaborative opportunities to communities in north central Idaho. Its primary objective is to promote and develop tourism in ITD Region 2 (Clearwater, Idaho, Latah, Lewis, and Nez Perce counties) as a vacation, recreation, convention and travel destination under the auspices of the theme "Idaho's Northwest Passage." NCITA provides marketing and promotional services which benefit NWPSB. NCITA also serves as the fiscal agent and provides project coordination for the NWPSB-AT.

Clearwater Economic Development Association (CEDA).

A non-profit organization, CEDA is structured to promote and assist community and economic development and foster a stable and diversified economy within the five north central counties of Idaho. CEDA also provides strategic and project planning; grant writing and administration; low interest loans to small businesses; government procurement assistance, and employment training.

Public agencies. Federal agencies (Nez Perce National Historical Park, U.S. Forest Service and Bureau of Land Management) whose sites and public lands are within the NWPSB corridor, are active partners in all byway planning and development. State entities (Idaho Transportation Department and Idaho State Historical Society) are key state agency partners. A regional organization, Clearwater Management Council (CMC), is comprised of representatives from Idaho, Clearwater, and Nez Perce and Lewis counties. CMC manages recreation use along a 75-mile Clearwater River corridor between Lewiston and Kooskia.

Nez Perce Tribe. Partnerships and collaborations as well as input and support from Nez Perce tribal leaders will be important to the success of the advisory team.



Public Participation. In order to gather citizen input prior to the writing of the updated CMP, public meetings were held in Lewiston and Kooskia during 2004. Elected officials and agency representatives participated in this process. From the public meetings, the NWPSB-AT determined that in order to continue building on byway successes a grassroots, community-driven process was needed to keep local citizens, community leaders, and business owners engaged in dialogue.

In order to do this, the NWPSB-AT has divided the byway into five segments, each segment having its own team to identify needs and issues, and to implement projects. From these segment teams will come revisions to the CMP. This approach will be a dynamic, responsive process to facilitate consensus building and project progress.

MARKETING AND PROMOTION

Since the completion of the CMP in 1997, North Central Idaho Travel Association has provided marketing and promotion for NWPSB. NCITA has successfully increased awareness of the extraordinary cultural and historic as well as scenic byway qualities. NCITA continues to fulfill its mission to market North Central Idaho under the auspices of the theme "Idaho's Northwest Passage."

Ongoing Activities. NCITA's ongoing tourism promotion/development programs are funded by state/federal grants and membership fees. Recent accomplishments include:

- Published and distributed 65,000 copies annually of the *Discover Idaho's Northwest Passage* Regional Visitor Guide throughout Idaho, Washington, and Montana, and in response to visitor inquiries.
- Maintained and marketed a regional tourism web site, www.northcentralidaho.info.
- Planned and implemented an advertising campaign in national and regional magazines, newspaper and radio ads.
- Hosted domestic and European travel writers, sent press releases and feature articles to national and international media.
- Participated in consumer and trade tourism marketing events targeting heritage/cultural tourists, motorcoach tour companies, and international tour operators/travel agents.
- Coordinated hospitality training for the region's tourism industry service personnel in partnership with Lewis Clark State College.
- Promoted the region's "Festivals of Discovery" events related to the Lewis & Clark Expedition and heritage/culture of the region.
- Partnered with ITD on the state scenic byway brochure.
- Received tourist inquiries and responded with travel information.
- Distributed and managed the auto cassette tour and visitor journal program for the Northwest Passage Scenic Byway. The auto tour tapes, brochures, and journals are available at 22 sites around the region.
- Facilitated networking at meetings; participated in state tourism conferences and events.
- Coordinated with local, state, tribal, federal and nonprofit organizations to develop and promote tourism in north central Idaho. Highlighted the Northwest Passage Scenic Byway as a top destination within the region.



Hand-hewn dugout canoe at Canoe Camp near Orofino.

NPS



Nez Perce National Historical Park Visitor Center, Spalding.

NPS





Rafters on the Selway River.

IDCL

Priority Promotion Activities and Programs.

NCITA has identified the following priorities for tourism promotion in 2005 and 2006:

Regional Branding: NCITA is working with regional tourism partners to raise awareness of the “Idaho’s Northwest Passage” theme for Byway promotion, and to encourage attractions, businesses and events along the byway to incorporate the name of the scenic byway into their marketing efforts.

Redesign of Regional Visitor Guide: the regional visitor guide has been re-designed for 2005 to emphasize travel corridors—the scenic byway corridor in particular—via a section called Driving Tours & Itineraries. Key sites along the NWPSB are emphasized, along with events and activities related to the Nez Perce Tribe and the Lewis & Clark Bicentennial commemoration. Distribution of the guide has been increased to 75,000 for 2005.

Web Site: The regional web site has been redesigned as a database-driven site that is searchable by activity, location, event or topic. The web site has a specific section on Driving Tours & Itineraries, emphasizing the NWPSB.

Regional Central Reservations and Packaging: NCITA has partnered with InIdaho.com, an online vacation planning/booking company, to provide regional central reservations and packaging. Attractions, events and packages along the NWPSB will be particularly emphasized in 2005 and 2006 due to the Lewis & Clark Expedition Bicentennial.

Regional Visitor Information Initiative: NCITA is working with all chamber, state, tribal, federal and private visitor information center locations in the region to develop better coordination of services and linkages between centers, identify grantwriting opportunities, implement training on regional attractions and events, create a regional visitor tracking system, and eventually, develop electronic access for all visitor centers to the regional website and central reservations system.



Flyfisherman on the Lochsa River.

Phil Idm

Advertising: NCITA places ads in regional and national publications promoting north central Idaho and the NWPSB; targeted on-line advertising and television feature stories are being implemented in 2005 as budget allows to promote heritage/cultural packages and events in the region.

Travel and Trade Shows: NCITA will continue to send representatives to travel and trade shows and events targeting heritage and cultural travelers, outdoor recreationists, travel agents, motorcoach tour companies, and European tour operators.

Events/Festivals: Promotion of regional events/festivals has been enhanced with a searchable interface on the NCITA web site, plus online advertising and media relations. Packaging of events and activities with lodging and transportation is planned for 2005.

Media Relations: NCITA continues its media relations efforts, hosting three German travel writers and the BMW Motorcycle Owners Association Magazine in 2004, and working with regional and national publications and electronic media for Lewis & Clark Bicentennial feature stories in 2005.

Scenic Byway Auto Tour: The byway auto tour has been highly popular with travelers, but needs to be upgraded with a CD and MP3 version and new brochure. New pickup/drop-off sites have been added regionally, and training for all regional visitor centers about the program was completed in May 2005.

Hospitality Training: This program is vital to enhancing the tourism “product” in the region. Lewis Clark State College will provide training in 2006.

Marketing Tracking and Evaluation: NCITA monitors and reports regional tourism performance through lodging sales, guided trip participation, visitor center counts, traffic trends, etc. Additional evaluation and market research is needed for measuring conversion rates of visitor inquiries, and demographic characteristics of current byway travelers.



Target Markets.

Geographic: Top priority geographic target markets are the Pacific Northwest (especially Spokane, Seattle, Boise, Portland, Missoula, Tri-Cities), California/Southwest, and the Midwest.

Demographic/Psychographic: Top priority markets include niches such as Lewis and Clark/heritage/cultural travelers, sportsmen, snowmobilers, bird/wildlife watchers, mature travelers, adventure travelers, golfers, groups, Harley/BMW riders and couple/family weekend getaways.

Season: The priority months to target are December-March, followed by October-November and April-May.

Specific promotion elements to accomplish the marketing strategy are recommended in Part III.

Multilingual Strategy. To accommodate foreign visitors, byway promoters must give serious consideration to a targeted, cost-effective, systematic and phased approach. NWPSB-AT will encourage a communication plan that will reasonably accommodate international visitors.

When signs are replaced or new ones constructed, appropriate international symbols will be incorporated.

NWPSB-AT will educate communities and businesses regarding the needs of international visitors. Existing lists of residents who can speak foreign languages will be updated and made more readily available.

Long-term efforts will include:

Phase 1: Partner with University of Idaho to obtain foreign tourism data for north-central Idaho to establish one or two language priorities.

Phase 2: As warranted, work with professional linguists/translators to develop appropriate foreign-language media.

Phase 3: Evaluate the cost/benefit to reproducing the auto tour CD in multiple languages and/or printing a byway-wide brochure in appropriate languages.

A multilingual strategy is also addressed in wayfinding (see Part I Transportation System).

RESOURCE MANAGEMENT

The character of the byway is affected by development inside and outside byway communities. Resource management strategies are in place for land use and context sensitive design. Specific management and protection strategies, which require a high level of coordination between the agencies that have an interest or responsibility for the byway, are addressed in Part III Implementation Strategies.

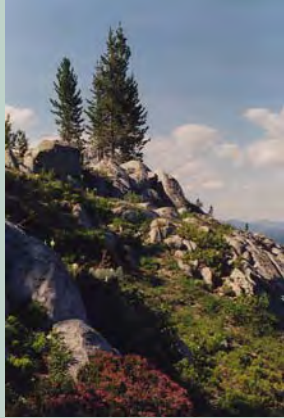
Land Use. The wise use of land along the byway is important in maintaining its character while providing services to residents and visitors. The byway is a trade corridor that has evolved over time and intensive commercial use impacts both landscapes and roadways. Decisions about appropriate land use made at the local level by the local jurisdictions is the preferred method of management. Municipalities are responsible for land use control within their boundaries. In the rural portions of the byway, Segments 2-4, land use issues are largely the responsibility of the county government. Educating citizens about the importance of the byway for local, regional, and national commerce, and helping them understand the impact of development upon the character of the route, is an ongoing but valuable mission.

At a workshop cosponsored by the America's Byways Resource Center and Scenic America in May 2005, byway promoters were encouraged to use the term *scenic* in all planning and implementation



*Welcome to Kooskia sign
at the Kooskia Crossing/
Welcome Center along U.S.
Highway 12.*





View from the Lolo Motorway,
high above U.S. Highway 12
between Kooskia and Lolo Pass.

Phil John

*Stating the intention to
conserve scenic resources
is the first step in taking
Beauty off its pedestal
and put it into policy,
practice & performance.*

—Meg Maguire
May 2005

documents that lay the foundation for land use or economic development decisions. Workshop presenter Meg Maguire advised: “Along the Byway it is particularly important to state why the scenic context is important to the history and culture of the region. Stating the intention to conserve scenic resources is the first step in taking Beauty off its pedestal and put it into policy, practice and performance.”

Most of Segment 5 is undeveloped federal land managed by the U.S. Forest Service. Its use must conform to the Wild and Scenic Rivers Act and the River Management Plan established for the Middle Fork Clearwater and Lochsa River corridors. The River Management Plan identifies specific standards that various management actions must meet to protect the scenery, water quality, wildlife, historic and cultural resources. Most private lands within the river corridor are managed through the presence and enforcement of scenic easements. Varying management practices are evident along ten miles of the byway above Powell where there is a checkerboard pattern of U.S. Forest Service and private land ownership. Opportunities for partnerships and cooperative agreements in this 10-mile stretch deserve encouragement.

Additional federal and tribal jurisdictions also play a significant role in managing the byway’s historical and cultural resources.

The U.S. Army Corps of Engineers is responsible for the flood control levees, which provide important recreational trails linking the confluence from Hells Gate State Park to North Lewiston. The use of interpretive signs along the levee trail convey resource management messages.

National Park Service manages the Nez Perce National Historical Park, which consists of the Visitor Center at Spalding and important heritage sites designated along the byway. All land use is guided by the park’s General Management Plan.

Nez Perce Tribe as a sovereign nation has jurisdiction over tribal lands and is an important group for the preservation of resources within their boundaries and of their culture. Cultivating partnerships and creating collaborative opportunities will be a high priority.

Context Sensitive Design. This collaborative, interdisciplinary approach encourages early involvement of key stakeholders to ensure that transportation and infrastructure projects are not only safe and efficient, but also are in harmony with the natural, social, economic, and cultural environments. This collaboration may help reduce expensive and time-consuming rework later on, and thus contributes to more efficient project development.

Context Sensitive Design promotes six key principles:

- Balance safety, mobility, community, and environmental goals in all projects.
- Involve the public and affected agencies early and continuously.
- Use an interdisciplinary team tailored to project needs.
- Address all modes of travel.
- Apply flexibility inherent in design standards.
- Incorporate aesthetics as an integral part of good design.

As a U.S. Highway, ITD manages the physical roadway. ITD uses the principles of context sensitive design to integrate projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances. In addition to supporting ITD’s efforts, the CMP includes a context sensitive demonstration project included in Part III Implementation Steps.



SCENIC CONSERVATION

Recognition as a national scenic byway is a powerful incentive for byway promoters to preserve, maintain and enhance the unique character of the NWPSB. Critical to the conservation of the byway's scenic qualities are strategies for addressing outdoor advertising, telecommunication towers, and community design.

Outdoor Advertising. Outdoor advertising along the byway is primarily found near the communities that provide tourist-oriented amenities and services. ITD is responsible for advertising standards along Idaho's scenic byways. These standards are implemented in accord with those set by county and municipal jurisdictions. Mechanisms are in place to modify these standards when and where appropriate to minimize visual impact upon the byway.

Additional strategies to address outdoor advertising includes developing alternatives to billboards through a wayfinding system or other forms of advertising; developing a sample ordinance as part of a byway-wide strategy; and developing better cooperation with the Nez Perce Tribe.

Telecommunication Towers. As telecommunication needs grow, cellular phone and wireless Internet service towers are becoming solutions of choice. These have the potential to detract from the scenic byway. Materials have been obtained from Scenic America and shared with decision-makers participating in a regional telecommunications project currently underway. Ultimately, a regional group consisting of telecommunication stakeholders and byway advocates will be assembled to ensure dialogue around protection of scenic features.

Community Design. The challenge of accommodating contemporary Idaho lifestyles, while preserving values that make the byway

nationally significant, was tackled at a scenic conservation workshop in May 2005. Community, county, state, and federal agency representatives discussed strategies to conserve and manage the visual quality of the byway. Workshop brainstorming sessions yielded valuable byway-wide strategies as well as the community design strategies listed below. These strategies will shape the implementation steps in Part III.

General Community Design. While it is important to maintain the quality of life and lifestyle so valued by residents, communities could attract tourists and revitalize the local economy by redeveloping key sites in the region, improving community entryways and community facilities, upgrading sidewalks, promoting the creation of public artwork and murals, and encouraging good business design and location.

Historic Preservation. Explore technical assistance opportunities, partnerships and funding for preserving important historical structures and places. Identify historic buildings at risk and investigate tax credits and low interest loans.

Downtown Revitalization. Find ways to fund the Main Street Program, a community-driven, comprehensive process to help communities revitalize their business district. The underlying premise of the Main Street approach is to encourage economic development within the context of historic preservation. It advocates community self-reliance, local empowerment, and rebuilding traditional commercial districts based on their unique assets: distinctive architecture, a pedestrian-friendly environment, personal service, local ownership, and sense of community.

Easements and Land Trusts. Scenic qualities, open spaces, and community character can and should be protected. Research existing agreements and explore the potential for creating more.



Tscemicum sculpture in Lewiston.

Dona Lamon-Cox





Nez Perce National Historical Park in Spalding.

KEY SITES

To reveal the unique aspects of the NWPSB, 21 key sites have been selected. Each provides a piece of the byway story and was selected on the basis of significance, location, improvements, and contribution to the visitor experience. Reaching border to border from Washington to Montana, the byway site progression is described upon a west to east, Lewiston to Lolo, urban to wildland continuum.

INTERPRETIVE SITE AMENITIES

Table 8

<i>Desired Site Priorities</i>	<i>Portal</i>	<i>Node</i>	<i>Wayside</i>
RV and Bus Parking	x	x	
Paved Parking	x	x	
Interpretive Signage	x	x	x
Kiosk	x		
Staffing	x		
Picnic Tables	x		
Bench	x		
Restroom Facilities	x	x	
Drinking Water	x	x	
Trash Cans	x	x	x
Lighting	x	x	

All sites are existing and most require only a limited amount of development to bring them up to the amenities standards expected by byway visitors. Six sites are already owned or managed by the National Park Service and six are on public lands managed by the U.S. Forest Service. This important advantage may make further development more efficient and economical. Given its stake in these sites and its expertise in interpretation, NPS and U.S. Forest Service guidance for site planning and signing is essential.

Classification of Sites. In 1997, the NWPSB CMP adopted a site classification to promote continuity

throughout the byway. The 12 interpretive locations fell into two classifications: "Premier" Sites and "Wayside" Sites. In the seven years since, the boundaries of the byway have expanded, new partners have been identified, and byway promoters have gained valuable insights into the workings of the byway. The classification system has been reevaluated and new key sites have been chosen. NWPSB-AT now suggest three site classifications: **portal, node and wayside**. Table 8 describes the differences in amenities offered at each site classification.

In addition to the site amenities, key sites should meet basic accommodation standards while protecting their own unique character. Basic design guidelines include:

- Handicapped accessibility as required of public facilities under the Americans With Disabilities Act (ADA).
- A mechanism to contain trash, such as trash cans or dumpsters, screened from view.
- Native plants to enhance the site's character, provide shade and screening, and buffer traffic and other noise.
- Clear, concise and coordinated directional, orientation, and interpretation signage.

Four **Portals** are designated. By definition, these are highly developed, multiple-use sites with visitor information. Three of the four are staffed year round. Portals include Nez Perce National Historical Park in Spalding, Kooskia Crossing/Welcome Center, Lolo Pass Visitor Center and Eimers Park in Grangeville.

Four **Nodes** provide additional depth to the level of byway information offered along the byway. These sites are also highly developed, but may not have staffing, and include the Lewis and Clark Discovery Center at Hells Gate Park in Lewiston, Canoe Camp in Orofino, Riverfront Park in Kamiah, and Lochsa Historical Ranger Station on the Lochsa River.

Thirteen **Waysides** provide useful information but may not have services or amenities. These sites include Tseminicum and 5th Street in downtown Lewiston, North Lewiston Boat Ramp, Lenore Rest Area, Greer Ferry, Heart of the Monster, Clearwater Battlefield (wayside sign), Harpster Junction, Looking Glass Camp, Fenn Historic Ranger Station, Fish Creek River Access, Saddle Camp and DeVoto Grove.

A complete description of the key sites is located in Part II Segment and Key Site Evaluation.



SEGMENT AND KEY SITE EVALUATION



National Park Service

Lewiston to Spalding
Spalding to Kamiah
Kamiah to Kooskia
Kooskia to Grangeville
Kooskia to Lolo Pass

PART II



OVERVIEW OF SEGMENT STRATEGY

To address the diverse geologic, demographic, and economic characteristics of the byway corridor, and to facilitate grassroots support in its management, the byway is divided into geographic segments.

1. Lewiston to Spalding. Eleven miles along U.S. Highway 12 and one mile from the bridge across the Clearwater River to Spalding on U.S. Highway 95. This segment is urban in character. The terrain is flat and open. The road is well-travelled with four traffic lanes. Lewiston has 35,000 residents, and is at the intersection of routes leading to Moscow, Grangeville, Spokane, and Walla Walla. The Lewis and Clark Discovery Center at Hells Gate State Park is a node at the entrance to the byway, and the Nez Perce National Historical Park visitor center is the western portal providing access to the byway from U.S. Highway 95.



Lenore Rest Area.

2. Spalding to Kamiah. Fifty-five miles along U.S. Highway 12 paralleling the Clearwater River. This segment is more rural in character. The terrain is rolling. The two-lane road parallels the Clearwater River. Named for missionary Henry Spalding, the National Park Service visitor center at Spalding includes a museum and media presentations conveying Nez Perce history and culture. Orofino's Canoe Camp, another NPS site, is a node. The Lenore Rest Area is a state-operated ITD rest area.

3. Kamiah to Kooskia. Seven miles along U.S. Highway 12. This segment is urban/rural with increased traffic. Kamiah, a rural community with a Victorian theme, serves as the center of activity both from a historical and tourism perspective. Here, Riverfront Park is a node and Heart of the Monster, a NPS site, is an important wayside stop.

4. Kooskia to Grangeville. Twenty-six miles along State Highway 13. This segment is rural in character reflecting the agricultural, logging, and mining heritage of the area. Grangeville is the southern portal to the Byway. Eimers Park is the node with a visitor center and mammoth exhibit.

5. Kooskia to Lolo Pass. One-hundred miles along U.S. Highway 12 paralleling the Clearwater and Lochsa rivers. This segment is rugged and remote, wild and scenic. The two-lane road is winding with few services. Lolo Pass is the eastern portal and hosts an ITD rest area with a visitor center operated seasonally by the U.S. Forest Service.

Because the byway is as diverse as it is long, Part II includes information unique to each segment: intrinsic qualities, transportation and safety, resource management, organizational development and key site recommendations.

SEGMENT I

LEWISTON TO SPALDING

The Lewiston to Spalding segment begins with the entrance into the State of Idaho and the City of Lewiston. Five key sites have been identified along this 11-mile segment selected as most representative of the historic and cultural intrinsic qualities.

Intrinsic Qualities. The segment begins with an urban context. The two most important qualities are the historical and cultural significance of the area. The road traverses land that has been crossed for many centuries by the native Nez Perce. Their term for the confluence of the Clearwater and Snake Rivers is Tsceminicum, or “meeting of the waters.” A bronze statue of Tsceminicum is at the current confluence atop a flood control levee. Also located here are interpretive signs telling of the Lewis and Clark Corps of Discovery mission to find the Northwest Passage. The Corps encamped near the confluence on their westward journey to the Pacific Ocean in 1805. A Discovery Center, constructed south of Lewiston at Hells Gate State Park, commemorates of the 200th anniversary of the Corps trip. The Corps traveled east in 1806 through this same area on their return. The interaction of the explorers and native cultures is evoked through sculpture at the intersection of U.S. Highways 12 and 95 in North Lewiston. The steel sculptures are meant to be viewed traveling at designated highway speed and depict interactions.

Further east, outside the city, is the official boundary of the Nez Perce Reservation. Along the banks of the Clearwater River, where people have fished for centuries, are interpretive displays



Brian Rusche

about sites sacred to the native people. The themes of Nez Perce heritage and Lewis and Clark Discovery are pervasive throughout this area and along the byway, and are reflected in the parallel designations of the route as part of the Nez Perce and Lewis and Clark National Historic Trails. These themes are thus as significant to the nation as they are important to the character of the NWPSB.

More recent history and culture are also evident in downtown Lewiston, which was designated a National Historic District. Museums tell not only the story of Lewis and Clark, after whom the valley is named, but also of the 1860s gold rush that established Lewiston as a commercial hub. Lewiston remains a hub, and is the only seaport in the state of Idaho, approximately 465 nautical miles to the Pacific Ocean. Commercial and industrial heritage survives in North Lewiston of which the most obvious is the Potlatch Corporation mill and wood-processing complex on the south bank of the Clearwater River.

A celebration of the interaction of cultures is displayed through sculpture at the intersection of U.S. Highways 12 and 95 in North Lewiston. The steel sculptures are meant to be viewed traveling at designated highway speed and show various interactions, including a hunting party and a horse race, depicting Nez Perce and members of the Lewis and Clark Expedition.



Transportation and Safety. This segment is characterized by its urban setting with flat terrain. A two-lane bypass route from the Idaho state line around downtown merges into the street grid before becoming a four-lane, limited access roadway. ITD ranks its level of service as “E” for the two-lane segment, which has limited passing room and local traffic use, improving to “A” as it widens, which indicates that the average travel speed is fast and the number of passing opportunities are abundant.

Transportation and safety improvements along this 11-mile segment require coordination between ITD, Army Corps of Engineers, Nez Perce Tribe, Lewis-Clark Valley Metropolitan Planning Organization, Nez Perce County and the City of Lewiston. An example of work that has improved safety is the North Lewiston gateway project. Turning bays for trucks heading

to the Port of Lewiston were improved and pedestrian sidewalks installed along this section of highway.

A pedestrian improvement is scheduled to begin in summer 2005. A pedestrian overpass over the highway bypass will be installed at 5th Street leading into downtown Lewiston. This overpass will provide access to the Levee Recreational Trail from improved pedestrian paths in downtown Lewiston. Future projects will model these successes.

A project currently being discussed is improvement to Snake River Avenue, the road leading from U.S. Highway 12 to Hells Gate State Park, location of the Lewis and Clark Discovery Center. The urbanized area has recently been designated as part of the Lewis-Clark Valley Metropolitan Planning Organization (MPO). Future projects will be prioritized through this MPO, another partner in the improvement to the region’s transportation, including the byway.

Resource Management. This segment of the byway, from the Idaho-Washington State Line to Spalding, is a highly managed roadway that protects its intrinsic values.

As a U.S. Highway, ITD manages the physical roadway. Approximately four miles of the route is within the boundaries of the City of Lewiston. The city has taken a proactive role for the beautification of the roadway within its borders. This is evidenced by the coordination with ITD on the north Lewiston gateway enhancements, a project that not only improved roadway and safety conditions in this part of the city, but also provided the sculptures representing the interaction of two cultures within a landscaped setting. The provision of sculptures within the right of way was a first for the ITD as well, perhaps setting a precedent for future projects.



Digital Arts Photography

Evening view of Lewiston.



Land use is governed locally by the City of Lewiston within its boundaries, by Nez Perce County, and by the Nez Perce Tribe within the reservation boundary. This segment is urbanized within the corporate limits, consisting mainly of business and light industrial activities that need visibility along the highway. The city is home to many tourist-oriented amenities, such as hotels and restaurants, which advertise their services to the traveling public.

Within North Lewiston, the city has a “Billboard Overlay Zone,” which limits the placement of new billboards by requiring a separation distance of 500 feet from existing billboards on either side of the highway. There are only a handful of locations available using this criteria. Nez Perce County also limits billboard placement within its jurisdiction. The laws of the city govern the provision of highway signage through billboards and commercial signs and the actual location of businesses. The impact of the highway upon the community as the city’s link to the rest of the world and trade route for our own citizens means that planning appropriate land use around this corridor will continue to be a priority.

Organizational Development. The City of Lewiston has played a lead role in the byway development, putting together the initial application for state byway designation of this 11-mile segment in 2000. The city also appointed a planner from the city’s Community Development Department to sit on the NWPSB-AT. The City of Lewiston sets goals for community improvement and partners with U.S. Army Corps of Engineers, NPS, Nez Perce Tribe, ITD, Idaho Department of Commerce and Labor, and other state agencies, CEDA, the Port of Lewiston, Nez Perce County, Valley MPO, and the State of Washington. Within the City of Lewiston are partnerships with the Public Works, Community Development, and Parks and Recreation departments, among others.

Public participation is an important element in transportation and community improvement projects. While issues such as land use are discussed in a formal public hearing setting, improvement projects are often discussed at various times during the development of the project.

The City of Lewiston, as a key agency involved in these projects, plays host to open houses for these projects. These open houses serve as a way for the citizens and interested parties to comment on proposals or input ideas for consideration by consultants prior to creating a proposal.

Other forms of public participation have included newsletters, press releases, and other get-the-word-out type advertising.

Key Site Recommendations. The Northwest Passage Scenic Byway Advistory Team recommends five key sites for Segment 1:

Site #1. Lewis and Clark Discovery Center at Hells Gate State Park.

Site #2. Tscemicum Wayside.

Site #3. 5th Street Corridor/downtown Lewiston.

Site #4. North Lewiston Boat Ramp.

Site #5. The Nez Perce National Historical Park in Spalding.

Complete details about each key site are listed in the tables that follow.



Digital Arts Photography

Spring view of the Lewiston Levee Recreation Trail on the Clearwater River.





Photos Digital Arts Photography

Key Site #1	Lewis and Clark Discovery Center
Location	Located in Hells Gate State Park, seven miles south of the U.S. Highway 12 Interstate Bridge on Snake River Avenue. Visitors access the park by exiting the byway onto Snake River Avenue and proceeding south approximately 4 miles. Facility can also be accessed by Levee Bike Trail.
Site Significance	The Lewis and Clark Discovery Center is a new addition to the visitor experience along the byway. Completed in 2004 in commemoration of the bicentennial of the Lewis and Clark Expedition, the center features a two acre outdoor interpretive plaza on the banks of the Snake River, educational displays and sculptures by Artist Rip Caswell, a documentary film and a gift shop.
Classification	Node
Current Conditions	Camping as well as day-use facilities and a marina, which serves as a departure site for Hells Canyon tours and outfitters, are available in addition to the Discovery Center.
Education/Interpretation	<ul style="list-style-type: none"> • This new visitor center provides interpretive exhibits, visitor information, and a documentary film. • Outdoor interpretive plaza provides educational opportunities and sculptures by Artist Rip Caswell. • Future projects anticipated include the addition of Nez Perce artwork to the visitor center and the development of the Jack O'Connor (outdoor writer) Center in late 2005.



Key Site #2	Tsceminicum
Location	U.S. Highway 12 bypass at Milepost 1.
Site Significance	Wayside commemorates the Nimi'ipuu myths and legend site "Meeting of the Waters" where the Snake and Clearwater Rivers join.
Classification	Wayside
Current Conditions	A bronze sculpture entitled "Meeting of the Waters" graces the site. Open air interpretation, a U.S. Geodetic Survey marker showing the Lewis & Clark Trail, a small boat ramp, extensive recreational trails on the Levee National Recreational Trail, and restrooms are additional amenities. Access to the wayside is restricted after dark. Site will ultimately connect to downtown Lewiston via the 5th Street overpass.
Education/Interpretation	Bronze sculpture and interpretive signs are at the site.



Dona Lamm-Cox



Key Site #3	5th Street Corridor/ Downtown Lewiston
Location	U.S. Highway 12 bypass at 5th Street intersection, in Lewiston.
Site Significance	An overpass from the levee into downtown Lewiston will be constructed in 2005. This overpass will link the sites on the levee to the newly named "Beautiful Downtown Lewiston." The area has museums offering exhibits on the Lewis and Clark Expedition, Nez Perce culture, and gold rush and steamboat history. The overpass is the first step in the 5th Street Corridor Project which also anticipates a visitor center. This location will serve many transportation modes: valley transit buses, cross-country bus lines, taxi services, and cruise ship moorage.
Classification	Wayside
Current Conditions	Undeveloped. Overpass completion and sidewalk improvements will be completed in 2005.
Education Interpretation	<ul style="list-style-type: none"> • Visitor center will have interpretive exhibits and visitor information. • Existing museums in downtown Lewiston provide education and interpretation.



Key Site #4	North Lewiston Boat Ramp
Location	On U.S. Highway 12 / 95 at Frontage Road exit.
Site Significance	Site is known as Steelhead Park and is home to a popular boat ramp for anglers on the Clearwater River. Lewiston residents enjoy the convenient recreational access. The site readily accommodates travelers due to its easy access from US Highway 12/95. This convenient location has the potential to be a key interpretive station for the byway.
Classification	Wayside
Current Conditions	This site is owned by the U.S. Army Corps of Engineers, was developed by Nez Perce County, and is maintained by the City of Lewiston. In addition to the boat ramp, the park has restrooms, picnic tables, trash cans, and adequate lighting. Dominating the viewshed is the Potlatch Corporation paper mill across the river. Adjacent to the park are privately owned visitor facilities consisting of a convenience/fuel station and motel.
Education/Interpretation	Interpretive signs and a short interpretive trail highlight native plants identified by Lewis and Clark. Future interpretive opportunities include panels describing the Corps of Discovery / Nez Perce interaction memorialized in sculpture at the interchange of U.S. Highway 95/12, and information on the development of the timber industry with reference to Potlatch Corporation.



Photos Brian Ruschke





Key Site #5	Nez Perce National Historical Park
Location	At Spalding on US Highway 95, one mile from its intersection with U.S. Highway 12.
Site Significance	Visitor center, museum, and headquarters of the four-state national historical park.
Classification	Portal
Current Conditions	The park and visitor center are managed by the National Park Service, open daily year-round. It is adjacent to U.S. Highway 95 and has ample parking, picnic area, lighting and trash receptacles. The visitor center offers restrooms, meeting space and exhibits, and is staffed year-round. Site is secured after public hours. The site meets all criteria for portal amenities listed in Table 8.
Education/Interpretation	Extensive exhibits and audio-visual programs of Nez Perce history and culture are featured at the site. A sales area offers books and Nez Perce craft items. Ranger-led educational and interpretive programs are scheduled regularly.



Photos National Park Service



SEGMENT 2

SPALDING TO KAMIAH

From Spalding, U.S. Highway 95 crosses the Clearwater River to join U.S. Highway 12, which continues east paralleling the river before it crosses the river at the junction of State Highway 3. The winding two-lane road now reduces its speed limit from 65 to 55 mph, as the byway enters the scenic Clearwater Canyon at Myrtle. Remaining on the south bank, motorists enter the heart of the byway and the traditional Nez Perce homeland, whose river valley provided winter shelter and fishing sites to the ancestors of the Nimi'ipuu people. Spectacular outcrops of five- and six-sided columnar basalt are a characteristic geologic feature in the canyon, and ample traffic pullouts enable motorists to safely observe the canyon and its meandering boulder-strewn river. The hamlets of Myrtle, Lenore, Peck, and Greer, and larger communities of Orofino and Kamiah, recall the relatively recent 19th Century settlements founded for the purposes of transportation, logging, and mineral extraction.

The node is Orofino, settled in 1860 during the gold rush to Pierce, and seat of Clearwater County. Located 42 miles from Lewiston, the community of about 3,500 residents offers an array of recreation and tourism services, and is the gateway on State Highway 7 to the U.S. Army Corps of Engineers Dworshak Reservoir; the U.S. Fish and Wildlife Service's Dworshak Fish Hatchery; and Dworshak State Park. The headquarters of Clearwater National Forest; the Canoe Camp site of Nez Perce National Historical Park; the Bureau of Land Management's Pink House recreation site; and the office of the Nez Perce (Nee-Me-Poo) National Historic Trail are all in Orofino.

Intrinsic Qualities. The area comprising the Clearwater Canyon is steeped in geologic and human history. Ancient Nez Perce villages have been archeologically investigated at Lenore, Orofino, Kamiah, and elsewhere. The river parallels the Nez Perce and Lewis and Clark national historic trails, and at Orofino, the overland terminus of the Lewis and Clark Expedition, the explorers with Nez Perce guidance built dugout canoes and continued their downriver journey to the Pacific Ocean. A rich resource furnishing sustenance and transportation, the river was the lifeblood of the Indian and non-Indian people who traveled and settled along it.

This byway segment is well within the Nez Perce Reservation, reflecting the 1863 Treaty by which the federal government markedly reduced the lands earlier established for the Nez Perce in the Treaty of 1855. The flood of goldseekers and settlers onto Indian land, and the refusal of non-treaty Nez Perce to withdraw to the reduced reservation, precipitated the 1877 Nez Perce War. That conflict is echoed at the Chief Looking Glass Camp and Clearwater battle sites, and elsewhere along the byway.

Today, the Nez Perce retain certain treaty rights as a sovereign Indian nation, whose people trace their creation at the Heart of the Monster in Kamiah, and who consider themselves of their traditional homeland "since time immemorial."



Idaho Department of Commerce and Labor

Tipi camp along the Clearwater river between Spalding and Orofino.





Photos National Park Service

Heart of the Monster.



View of Dworshak Dam from Canoe Camp.

Interpretation. Agency-specific interpretive plans for this byway segment exist for the Clearwater National Forest, the U.S. Forest Service-coordinated Nez Perce National Historic Trail, and Nez Perce National Historical Park. Of these, the most comprehensive is the NPS Long-Range Interpretive Plan (LRIP), which incorporates themes and services uniting interpretation at the national park's 38 component sites in four states. Working with its partners, the NPS is the logical lead in helping identify and refine segment and byway-wide interpretation.

Interpretation is also conducted within this segment at the Dworshak Dam and Visitor Center, operated by the U.S. Army Corps of Engineers; the Dworshak National Fish Hatchery, operated by the U.S. Fish and Wildlife Service; and Dworshak State Park. All are accessible to the byway traveler, offering an array of learning as well as recreational experiences.

The Gold Rush Historic Byway begins at Greer off U.S. Highway 12. Leading to Fraser, Weippe, Pierce, and Headquarters, this driving route incorporates historic sites relevant to Lewis and Clark and the 1860s gold

boom, providing yet another option for visitor exploration.

Transportation and Safety. This segment is characterized as a rural setting with rolling terrain. ITD ranks its level of service as "E" which indicates that the average travel speed is slow and the number of passing opportunities are few.

Resource Management. Located along a U.S. Highway, ITD manages the physical byway roadway. Land use in the segment is governed locally by city governments, Clearwater County and by the Nez Perce Tribe within the reservation

boundary. The city and county defer to ITD for billboard and sign related issues along the U.S. Highway 12 corridor. The city of Orofino has adopted an ordinance to address nuisance properties. Clearwater County has clearly defined ordinances for signage, conditional uses and planned unit development.

Organizational Development. The Spalding-Kamiah segment is heavily represented by federal and state agencies, whose varied public facilities provide expansive interpretive, educational, and recreational opportunities. These include NPS, U.S. Forest Service, U.S. Army Corps of Engineers, Bureau of Land Management (BLM), U.S. Fish and Wildlife Service, and Idaho State Parks. An additional intergovernmental body, the Clearwater Management Council, is coordinated by BLM to guide recreational use of the Clearwater River corridor.

While it would be easy to consign byway decision-making to these stakeholders, we recommend establishing a segment coordinating committee that also involves chambers of commerce, NCITA, tribal tourism, and local Lewis and Clark bicentennial committees. The bicentennial's 2006 conclusion provides impetus for such committees to continue their efforts by promoting byway initiatives benefiting their communities, heritage, and quality of life.

Key Site Recommendations. The Northwest Passage Scenic Byway Advisory Team recommends three key sites for the Spalding to Kamiah segment:

Site #6. Lenore Rest Area.

Site #7. Canoe Camp in Orofino.

Site #8. Greer Ferry.

Complete details about each key site are listed in the tables that follow.



Key Site #6	Lenore Rest Area
Location	U.S. Highway 12 (MP27).
Site Significance	Archeological site contains evidence of early occupation by ancestors of the Nez Perce. Steamboats on the Clearwater River transported miners and freight and the site served as a 19th Century terminus.
Classification	Wayside
Current Conditions	Full-service rest area managed by ITD. Site includes adequate paved parking, signs, staffing, picnic tables and benches, restroom facilities, drinking water, trash cans and lighting.
Education/Interpretation	A NWPSB mapboard and several ISHS historical markers provide interpretation and education. IDCL signs offer information about north central Idaho and state byways. There is also an ITD sign with information about Idaho roads.



Photos National Park Service





Key Site #7	Canoe Camp at Orofino.
Location	U.S. Highway 12 (MP40) at the west end of Orofino, adjacent to the Clearwater River.
Site Significance	An ancient Nez Perce village site, here the Lewis and Clark Expedition encamped and built five dugout canoes in the Fall of 1805 to continue their journey to the Pacific.
Classification	Node.
Current Conditions	<p>This Nez Perce National Historical Park site offers an outstanding view of the North Fork of the Clearwater River, Dworshak Dam and the fish hatchery. Vehicle parking, drinking water, trash receptacles, and a temporary restroom are available.</p> <p>NPS acquired adjoining land in 2003 to facilitate development of visitor improvements including expanded parking, safer access/egress from U.S. Highway 12, permanent restrooms, pedestrian trail, and maintenance storage facility. Improvements will be completed in 2006.</p>
Education/Interpretation	NPS interpretive signs along a short loop trail provides a detailed look into the historic use and significance of the site. NWPSB orientation sign and map will be added in 2006.



Photos National Park Service



Key Site #8	Greer Ferry
Location	U.S. Highway 12 (MP52.5) east of the Greer Bridge and the junction of State Highway 11.
Site Significance	Idaho's first gold discovery occurred in 1860 at Pierce. Miners traveling to the Pierce area used a ferry located at this site to cross the Clearwater River. At the junction of State Highway 11, the Gold Rush Historic Byway begins.
Classification	Wayside
Current Conditions	This wayside has a ISHS historical marker and is maintained by ITD.
Education/Interpretation	This site could also introduce motorists to the Gold Rush Historic Byway on Highway 11 at Greer.



Photos National Park Service





Downtown Kamiah takes pride in its Victorian theme.

SEGMENT 3

KAMIAH TO KOOSKIA

Beginning in the community of Kamiah, the character of the byway changes from rural to slightly more urban.

For generations, this area has been a hub of activity. To the Nez Perce, this place was known as *Qeemyexp* and was a “lead” village among hundreds in the broad Kamiah valley. In 1806, the Lewis and Clark Expedition rested here before embarking on their eastbound journey. Their campsite was located on the present site of the lumber mill across the Clearwater River from the present townsite.

Today’s Kamiah, with a population of 1,200, serves as a regional hub for approximately 2,500 residents. The community boasts a competition-sized swimming pool, tennis courts and organized summer youth recreation programs. There are adequate recreation and tourism services. A convenient city park is often used for annual community events.

A short distance up the Clearwater River, in East Kamiah, stands the original home of Sue



First Presbyterian Indian Church, longest in continuous service in the state of Idaho.



McBeth, a Nez Perce missionary of the late 1800s. It is located across the highway from the First Presbyterian Indian Church, the longest in continuous service in the state of Idaho. Here also is the Nez Perce Historical Park’s Heart of the Monster, a geologic feature that illustrates an ancient Nez Perce creation story.

The segment ends at Kooskia Crossing/Welcome Center, a landscaped site with a large interpretive kiosk. Interpretive signs inside the spacious kiosk provide visitor information and education. Across the Clearwater River is the hamlet of Kooskia, known for its impressive Lewis and Clark mural painted by regional muralist Robert Thomas. This community of 675 boasts a restored opera house across the street from a state-of-the-art technology learning center.

Intrinsic Qualities. The Kamiah to Kooskia segment, despite its more urban development, provides ample opportunities to experience the historical and cultural significance of the area. From a historic perspective, the Corps of Discovery’s stay in Kamiah was significant not only for the length of the stay, but for the depth of the relationships the Corps built with the Nez Perce and the breadth of the scientific observations recorded by both Lewis and Clark. Culturally, this segment is within the official boundary of the Nez Perce Reservation. Along the banks of the Clearwater River, the Nez Perce have fished for centuries, and the cultural Heart of the Monster site is prominent.

Transportation and Safety. This segment is characterized as a rural/urban setting with flat terrain. ITD ranks its level of service as “E” which indicates that the average travel speed is variable and the number of passing opportunities are few. This is a heavily traveled segment of the byway, with significant residential and commercial traffic in addition to pass-through traffic.

Resource Management. Located along a U.S. Highway, ITD manages the physical byway roadway as well as the bridges crossing the Clearwater River in Kamiah and Kooskia.

Land use in the segment is governed locally by city governments, Idaho and Lewis counties, and by the Nez Perce Tribe within the reservation boundary. The cities of Kamiah and Kooskia defer to ITD for billboard- and sign-related issues along the U.S. Highway 12 and State Highway 13 corridor. The City of Kamiah has also adopted a sign ordinance. In addition, both communities as well as Idaho County have adopted nuisance ordinances to address undesirable properties and dwellings within their jurisdictions.

Organizational Development. This segment benefits from an ongoing commitment by the Nez Perce National Historical Park, which manages the Heart of the Monster site.

Historically, Kamiah has had a strong commitment from the Upper Clearwater Snake Lewis and Clark Bicentennial Committee (UCSLCBC). Members of this organization have played a key role in the development of the Kamiah Riverfront Park site improvements and stage.

In Kooskia, the City of Kooskia, the Kooskia Chamber of Commerce, and the U.S. Forest Service are long-time supporters of the byway effort in this segment. It was this group's interest and initiative that created the Kooskia Crossing/Welcome Center kiosk, the prototype for all subsequent byway kiosks. Their vision continues to benefit byway efforts.

While it would be easy to consign byway decision-making to these stakeholders, we recommend establishing a byway coordinating committee that involves all chambers of commerce, NCITA, and tribal tourism. The

bicentennial's 2006 conclusion provides impetus for such committees to continue their efforts to benefit their communities, heritage, and quality of life under the auspices of the NWPSB.

Key Site Recommendations. The Northwest Passage Scenic Byway Advisory Team recommends three key sites for the Kamiah to Kooskia segment:

Site #9. Kamiah Riverfront Park.

Site #10. Heart of the Monster.

Site #11. Kooskia Crossing/Welcome Center.

Complete details about each key site are listed in the tables that follow.



National Park Service

*Kooskia Crossing
Welcome Center.*





Key Site #9	Long Camp/Riverfront Park
Location	U.S. Highway 12 (MP67). Site is located adjacent to the Clearwater River at the Kamiah bridge.
Site Significance	Lewis and Clark Expedition encamped near here for over three weeks on their return trip in 1806.
Classification	Node
Current Conditions	<p>This city park is managed by the City of Kamiah. Site is adjacent to the highway ROW near the bridge over the Clearwater River. Picnic shelter, camping, drinking water, site lighting, restrooms, and trash receptacles are amenities at the site.</p> <p>Site development, funded by federal scenic byway grant, is underway. An performance stage was built and dedicated in September 2005.</p>
Education/Interpretation	NWPSB kiosk provides information about the NWPSB and the Kamiah vicinity. Interpretive signs highlight Lewis and Clark's historic and productive stay at Long Camp, and the traditional Nez Perce occupation of the area.



Photos National Park Service



Key Site #10	Heart of the Monster
Location	2.5 miles east of Kamiah adjacent to the Clearwater River on U.S. Highway 12.
Site Significance	The central feature of the 53-acre site is a rock formation said to represent the heart of a monster in an important Nez Perce creation story. This site was a major prehistoric and historic Nez Perce crossing point of the Clearwater River.
Classification	Wayside
Current Conditions	This Nez Perce National Historical Park site has parking, picnic tables, trash receptacles, restrooms, walking trail to an interpretive shelter and a loop trail to the Heart of the Monster formation. Site is open year-round.
Education/Interpretation	Interpretive shelter with audio narrative and walking trails.



Photos National Park Service





National Park Service



National Park Service



Heather Berg

Key Site #11	Kooskia Crossing/Welcome Center
Location	Located at MP 73 at the intersection of U.S. Highway 12 and State Highway 13 at the Kooskia bridge.
Site Significance	Site was a river crossing for mining and logging activities in the 1800s and early 1900s. It is at the byway mid-point, thus ideally suited to provide byway as well as community information.
Classification	Portal
Current Conditions	<p>A weigh station operated by the ITD and a large interpretive kiosk maintained by the City of Kooskia share the site. There is also additional interpretive signing and historic markers, paved parking, and a picnic table and trash receptacle. The site was planted with native trees and shrubs providing shade and an aesthetic setting for visitors.</p> <p>Near the site, at the base of the Kooskia bridge, is a developed boat launch providing access to the Middle Fork and Main Clearwater rivers. The site receives many visitors and human waste has become an issue. Additional signing or installation of a toilet may be necessary to control proliferation and address human health and safety issues.</p> <p>A metal salmon sculpture was added to the site in 2005 to promote the area's cultural and economic ties to the salmon fishery.</p>
Education/Interpretation	NWPSB kiosk provides information about the NWPSB and the Kooskia vicinity. Interpretive signs explaining the role of Lewis and Clark as well as messages highlighting land use and resource management in the area. Local information is presented in a business directory format.



SEGMENT 4

KOOSKIA TO GRANGEVILLE

From Kooskia, State Highway 13 parallels the Middle Fork of the Clearwater River past the hamlets of Stites and Harpster to the junction of State Highway 14. At this point, Highway 13 leaves the Clearwater River and twists its way 10 miles up Harpster Grade. Switchbacks limit vehicle speed to 25 mph and winter conditions along the roadway can be treacherous. As the landscape opens up and levels out, pastoral views of rolling agricultural land can be enjoyed for the remaining few miles to Grangeville. The area in and around Grangeville is called the Camas Prairie—an area, mostly privately owned—that spans the Salmon and Clearwater river drainages. Each spring the prairie is carpeted with the blue blooms of the camas plant.

With a population of about 3,500 residents, Grangeville offers a good selection of lodging, dining and other visitor amenities. The byway's southern portal is located in Grangeville at Eimers Park, just off State Highway 13.

Intrinsic Quality. The Kooskia to Grangeville segment offers a significant piece of the Nez Perce story. The Camas Prairie was a Nez Perce gathering place where camas roots were harvested for thousands of years. Several nontreaty bands gathered at Tolo Lake in early June 1877 in anticipation of moving to the Nez Perce reservation. In response to the forced move and other hostile actions, several young Nez Perce people took actions that precipitated the 1877 Nez Perce War. The subsequent "Trail of Tears" can be followed along this segment.

In addition, agricultural development and natural resource exploitation are evident in this segment.



Bill Brudge

Transportation and Safety. This segment is characterized as a rural setting with rolling-mountainous terrain. ITD ranks its level of service as "E" which indicates that the average travel speed is slow and the number of passing opportunities are few.

Resource Management. Located along State Highway 13, ITD manages the physical byway roadway in this segment. Land use in the segment is governed locally by city governments, Idaho County and by the Nez Perce Tribe within the reservation boundary. The city and county defer to ITD for billboard and sign-related issues along the State Highway 13 corridor. The City of Grangeville has adopted an ordinance to address billboards. Idaho County has adopted a mobile home ordinance and is considering the implementation of a "nuisance" ordinance based on a similar ordinance implemented by the City of Kooskia.

The Camas Prairie is carpeted with blue camas blooms each year in Spring .





Mary Lorch, Idaho

Improvements in progress at Eimers Park.



Idaho County Free Press

Border Days Rodeo adds excitement to Grangeville's annual Fourth of July celebration.

Organizational Development. To facilitate ownership and pride in NWPSB development, a grassroots effort is imperative. The proposed core of the segment team is the Heritage Committee whose members led both the byway effort and development of the Eimers Park site. Other members could represent the Grangeville Chamber of Commerce, Grangeville GEM Team, Grangeville City Council, Idaho County Commissioners, Grangeville Arts Inc., Nez Perce National Forest, the City of Kooskia and the Kooskia Chamber of Commerce. Additional guidance is available from the Nez Perce Tribe, Idaho State Historical Society, University of Idaho, Lewis-Clark State College, Nez Perce National Historical Park and CEDA.

Key Site Recommendations. There are a number of sites along State Highway 13 that could be key sites. In particular, residents from the community of Stites have been instrumental in the support of the Northwest Passage Scenic Byway. However, at this time, the NWPSB-AT recommends three key sites for the Kooskia to Grangeville segment:

Site #12. Clearwater Battlefield.

Site #13. Harpster Junction.

Site #14. Eimers Park.

Complete details about each key site are listed in the tables that follow.



Key Site #12	Clearwater Battlefield
Location	State Highway 13 at Milepost 21, two miles south of Stites.
Site Significance	From high basalt bluffs above the battlefield, General O. O. Howard ordered cannon and howitzer fire into more than 70 lodges of non-treaty Nez Perce.
Classification	Wayside
Current Conditions	Privately owned NPNHP site is undeveloped with a gravel parking area. A ISHS historic marker faces the battlefield across the river.
Education/Interpretation	ISHS marker recounts the history and consequences of the Nez Perce War of 1877.

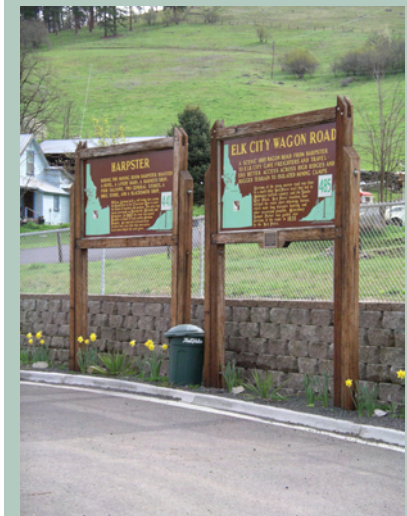
Key Site #13	Harpster Junction
Location	State Highway 13 in Harpster.
Site Significance	Near this site was a major crossing for loggers and miners accessing the South Fork Clearwater River drainage and Gospel Hump region.
Classification	Wayside
Current Conditions	ITD drive-through wayside has ISHS historic markers and a trash receptacle.
Education/Interpretation	ISHS historical markers highlights the evolution of transportation routes and the settlement and mining history leading to the building of the Elk City Wagon Road.



National Park Service



Mary Loris John



Mary Loris John





Mary Lorch John

Visitor Center, Eimers Park, Grangeville.



Mary Lorch John

Mammoth Exhibit and kiosk, Eimers Park, Grangeville.



Clyde Hansen

Mammoth exhibit, Eimers Park.

Key Site #14	Eimers Park in Grangeville
Location	Located northeast of the entrance to Grangeville on U.S. Highway 95 and the junction of State Highway 13.
Site Significance	Southern entrance portal to NWPSB. Tolo Lake mammoth excavation, White Bird Battlefield, Weis Rockshelter sites all are near here. The vast Camas Prairie agriculture region stretches in nearly all directions. The park is named after a community-minded family who settled on the Camas Prairie in the early 1900s.
Classification	Portal
Current Conditions	<p>The park and visitor center are managed by the Grangeville Chamber of Commerce. Site is adjacent to U.S. Highway 95, has ample parking and adequate outdoor space for a kiosk. The visitor center offers restrooms, drinking water, meeting space and limited exhibit space, and is staffed seasonally.</p> <p>A well-lit building housing a mammoth replica occupies the south end of the site. Picnic tables and shade trees are nearby. A NWPSB kiosk and site improvements will be completed in 2005 and will include interpretive signs, landscaping, site lighting and paved accessible parking.</p>
Education/Interpretation	NWPSB kiosk will house interpretive signs detailing Nez Perce cultural heritage on the Camas Prairie, natural resource and agricultural history, and local history as well as information about the byway.



Interpretive sign for trail to Eimers Park kiosk.

SEGMENT 5

KOOSKIA TO LOLO PASS

From Kooskia, U.S. Highway 12 continues another 100 miles east toward Lolo Pass and the Montana border. The corridor is characterized by beautiful rivers and rugged mountains whose vegetation ranges from high-elevation tamarack (western larch) to the coastal-like communities of pacific dogwood and swordfern. The byway travels through landforms that transition from basalt to granite. The Lewis and Clark Expedition traveled just a few miles above and parallel to the river canyon. The Nez Perce have a rich history of encampments, trade routes, hunting and gathering in this area.

Motorists pass through Kooskia, a small but full service community of 675 people. Travelers may continue east on U.S. Highway 12 to Montana or take State Highway 13 south toward Grangeville. Traveling east, the road remains on the north side of the Wild and Scenic Middle Fork Clearwater River and traverses through a mixture of private, state, tribal and federal land. There are two picnic areas, one campground and one RV park between Kooskia and Lowell.

The U.S. Fish and Wildlife Service manages the Kooskia National Fish Hatchery along Clear Creek, about a mile from Kooskia. The hatchery welcomes visitors and provides seasonal tours of the facility. The grounds include the Chief Looking Glass village site, whose 1877 attack by the U.S. Army accelerated the Nez Perce War.

At about MP 87 motorists enter the Clearwater National Forest and begin to experience less human habitation amid an expanding natural landscape. The settlement of Syringa offers the spring and summer traveler opportunities for a

river-side meal or rafting trip. A few more miles up the road, the hamlet of Lowell comes into sight. Here travelers can take a 20-mile side trip up the Selway River Road to view Selway Falls and visit the Fenn Historical Ranger Station.

At Lowell, there are year-round lodging accommodations and seasonal dining options. Lowell is also the hub for whitewater activities in the spring when the Lochsa River is flowing intensely. This is the last chance for gasoline and supplies. The next available gas and services are located at Powell, 65 miles away.

After Lowell the road begins to narrow as the river canyon deepens and the speed limit is reduced to 50 mph. This portion of the highway is relatively young, having been completed in 1962, finally connecting Idaho and Montana. Portions of this section of highway were



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Middle Fork of the Clearwater River.





Selway River.

Nez Perce National Forest

constructed with manual labor from the World War II Japanese Internment Camp once located at Canyon Creek (MP 104). The road is narrow and winding but suitable for all vehicle types. As is the case on any narrow-shouldered highway, bicycling this section is not recommended.

The road parallels the Lochsa Wild and Scenic River. To the south is the northern edge of the Selway Bitterroot Wilderness, which with the adjacent Frank Church River of No Return Wilderness comprises the largest contiguous Wilderness area in the lower 48 states at nearly four million acres.

There are ample opportunities to recreate and explore the area history and culture: two visitor centers, seven campgrounds, four river accesses, four pack bridges designed for hikers and pack animals, and multiple hiking/horse trails and historic markers. Some trails may be suitable for experienced mountain bikers, although bicycles are prohibited on trails south of the river due to the Wilderness designation.

Lolo Pass offers year-round visitor information and interpretive programs. Winter sports are also popular here. The Lochsa Historic Ranger Station (MP 121) is open from Memorial Day through Labor Day and provides visitor information and self-guided tours of the historic Forest Service Ranger Station. Both visitor centers are handicap accessible.

Intrinsic Qualities. Most of this portion of the byway parallels the Lochsa and Middle Fork Clearwater Wild and Scenic Rivers. This river system was designated by Congress in 1968 along with seven other rivers, under the Wild and Scenic Rivers Act. Today there are 163 designated Wild and Scenic Rivers in the U.S. This designation recognizes outstanding natural resource values within the historic and cultural context of the area.

The values that made the river corridor eligible for Wild and Scenic River designation (scenery, water quality, wildlife, historic and cultural features) are protected with special management by the U.S. Forest Service. They are also protected on most of the private lands in this corridor through scenic easements acquired and administered by the Forest Service.

The river and byway parallel the Nez Perce (Nee-Me-Poo) and Lewis and Clark national historic trails. The Nez Perce travel routes and encampments, the Lewis and Clark Expedition, fur traders and miners, and early Forest Service all contribute to the national importance of the byway's historic and cultural intrinsic qualities.

Transportation and Safety. This segment is characterized as a rural setting with rolling-mountainous terrain. ITD ranks its level of service as "D," which indicates that the average travel speed is slow and the number of passing opportunities are few. Commercial traffic is particularly heavy in this segment, accounting for 27% of road use.

The Wild and Scenic Rivers Act prohibits encroachment into the river, thus the narrow and winding roadway that exists today will change only minimally over time. Such changes may include carefully placed passing lanes and turnouts, realignment of short segments to improve sight distance, and installation of guardrail, delineators and cautionary signs. General widening of the entire road, given the terrain and management constraints, is unlikely.

A traffic study of U.S. Highway 12 between Kooskia and Lolo Pass was completed in the 1980s and some of the report's recommended projects have been completed. Ongoing discussions between the U.S. Forest Service and ITD regarding safety and roadway improvements along U.S. Highway 12 include: the intersection



at the Lowell bridge (MP 97), the intersection at Wilderness Gateway (MP 122) and the curve at Bald Mountain (MP 128). Lowell bridge and Wilderness Gateway have limited sight distance in both directions, making entering and exiting the highway difficult.

To address increased traffic during the Lewis and Clark Bicentennial, public safety and community infrastructure were assessed to assure prompt response to emergencies. Call boxes are strategically placed at turnouts along U.S. Highway 12 between Lowell and Lolo Pass.

Resource Management. Between Kooskia and Lolo Pass, resource management is steered heavily by the Wild and Scenic Rivers Act (WSRA). Federal lands within this segment must be consistent with the WSRA and the River Management Plan established for the Middle Fork Clearwater and Lochsa River corridors. Specific standards protect the scenery, water quality, wildlife, historic and cultural resources. Management on most private lands is restricted through the presence and enforcement of scenic easements on these lands. Between Kooskia and Lowell, there is a 2.5-mile section that is not regulated by scenic easements or the River Management Plan.

Above Powell, the byway exits the Wild and Scenic River corridor and the landownership has a checkerboard pattern with U.S. Forest Service land intermingled with Plum Creek Timber Company lands. Management activities on federal lands in this portion are sensitive to maintain the visual quality of the byway. Management on Plum Creek lands, however, is not. This checkerboard pattern and varying management practices are evident along approximately ten miles of the byway.

Organizational Development. Since the Kooskia to Lolo Pass segment is dominated

by the U.S. Forest Service administration of facilities, interpretive, educational, and recreational opportunities, it would be easy to give byway decision-making to that agency. However, establishing a byway coordinating committee that also involves the stakeholders such as Kooskia GEM Community, Kooskia Chamber of Commerce, the City of Kooskia, the Clearwater Management Council, Idaho Fish and Game, U.S. Fish and Wildlife Service, and the Nez Perce Tribe is recommended. As elsewhere on the NWPSB, the bicentennial's 2006 conclusion provides impetus for such committees to continue their efforts by promoting byway initiatives benefiting their communities, heritage, and quality of life.

Key Site Recommendations. The Northwest Passage Scenic Byway Advisory Team recommends seven key sites for the Kooskia to Lolo Pass segment:

Site #15. Looking Glass Camp.

Site #16. Fenn Historic Ranger Station.

Site #17. Fish Creek River Access.

Site #18. Lochsa Historical Ranger Station.

Site #19. Saddle Camp Wayside.

Site #20. DeVoto Memorial Grove.

Site #21. Lolo Pass Visitor Center.

Complete details about each key site are listed in the tables that follow.



Lochsa River.





National Park Service



National Park Service

Key Site #15	Looking Glass Camp
Location	Two miles south of U.S. Highway 12 on Toll Road across from the U.S. Fish and Wildlife Service Kooskia Fish Hatchery. Follow the "Fish Hatchery" signs on U.S. Highway 12 to find the site.
Site Significance	The accessible site commemorates the U.S. Army attack on the Chief Looking Glass village near the start of the 1877 Nez Perce War.
Classification	Wayside
Current Conditions	Nez Perce National Historical Park and U.S. Fish and Wildlife Service fish hatchery occupy the site. There is parking, a stone monument, and a picnic table at the wooded site.
Education/Interpretation	U.S. Fish and Wildlife Service operates the fish hatchery and an interpretive trail. Looking Glass Camp is interpreted at an ISHS historical marker on the north side of the Clearwater River, off U.S. Highway 12, three miles east of Kooskia.



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Key Site #16	Fenn Historical Ranger Station
Location	Located 5 miles south east of Lowell on County Road 223 and along the Selway Wild and Scenic River.
Site Significance	This unique 1930s vintage ranger station, listed on the National Register of Historic Places, was built by the Civilian Conservation Corps to house two ranger district offices.
Classification	Wayside
Current Conditions	<p>The ranger station remains active today serving as the primary office for staff managing the surrounding National Forest including the Selway Bitterroot Wilderness. In the summer, over 50 horses and mules used to pack people and supplies onto the wilderness are also based here. Self-guided tours of the historic structures are available.</p> <p>Visitor Center has interpretive exhibits, accessible restrooms, drinking water, and year-round staffing. There is accessible paved parking and a trash receptacle.</p>
Education/Interpretation	Interpretive exhibits and walking tour highlight the unique and nationally recognized Fenn Historical Ranger Station and the Moose Creek Ranger District. A walking interpretive trail is at Fenn Pond.



Nez Perce National Forest



Nez Perce National Forest





Key Site #17	Fish Creek River Access
Location	U.S. Highway 12 at MP 119.
Site Significance	Convenient scenic rest stop and wayside along the Wild and Scenic Lochsa River. From this site one can look north to see the ridgeline upon which the Lewis and Clark Expedition traveled. This is the only location along the highway where the ridge can be seen.
Classification	Wayside
Current Conditions	The site is accessible and has a paved parking area and large enough to accommodate RVs, buses and tractor trailers and passenger vehicles. There are two vault toilets, a trash dumpster, interpretive signs an emergency call box, and developed river access. The unstaffed site is accessible year-round and is managed by the U. S. Forest Service with assistance from Idaho Transportation Department.
Education/Interpretation	Interpretative signs address the Lewis and Clark Expedition, the Lochsa River fishery, and ecology is present here.



Photos Heather Berg



Key Site #18	Lochsa Historical Ranger Station
Location	U.S. Highway 12 at MP 121.
Site Significance	This old ranger station along the Lochsa River has been restored and furnished to represent early life at a typical backcountry ranger station. Constructed of native materials in the 1920s and 30s, and accessible only by rugged pack trail before the construction of U.S. Highway 12 in the late 1950s, Lochsa Historical Ranger Station is a step back in time for nearly 10,000 visitors each summer. Visitors are greeted by volunteer interpreter guides and have the opportunity to envision living in the Ranger's Dwelling or the Alternate Ranger's Cabin.
Classification	Node
Current Conditions	The accessible site is staffed seasonally and has interpretive signs, paved parking for passenger cars and RVs, buses and tractor trailers, a picnic table, two flush toilets and trash receptacles. The site is managed by the U.S. Forest Service and is staffed typically by retired Forest Service volunteers.
Education/Interpretation	The site interprets life at remote ranger stations during the 1920s and 1930s. Site offers a self-guided tour and interpretive signage. Visitor center exhibits and information and found in the restored buildings.



Photos Heather Berg



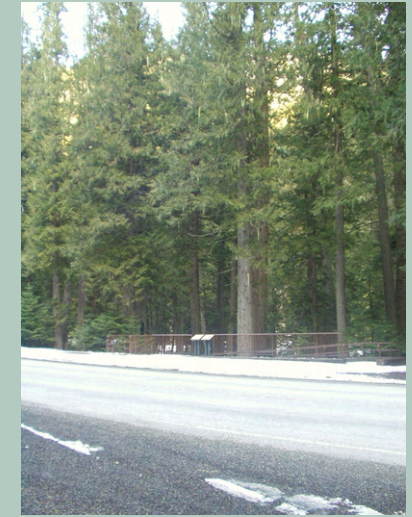
Key Site #19	Saddle Camp
Location	U.S. Highway 12 at MP 139.
Site Significance	Site provides access to the Lolo Motorway (Lewis and Clark National Historic Trail) and the Nez Perce (Nee Me Poo) National Historic Trail via Forest Road 107.
Classification	Wayside
Current Conditions	Wide pullout has a kiosk that provides information and interpretation about Lewis and Clark. An emergency call box is near the site
Education/Interpretation	Interpretive signs detail Lewis and Clarks' Expedition through the Bitterroot Mountains and the Nez Perce and Salish tribes' perspectives of the expedition.



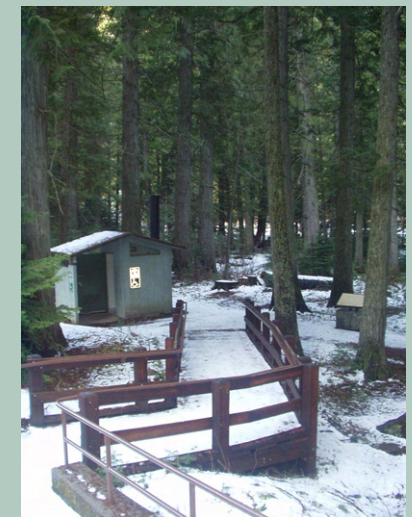
Heather Berg



Key Site #20	DeVoto Grove
Location	U.S. Highway 12 at MP 162, twelve miles west of the Idaho-Montana border.
Site Significance	Memorial old-growth cedar grove dedicated to American author and historian Bernard DeVoto, whose works include a compilation of the journals of Lewis and Clark.
Classification	Wayside
Current Conditions	U.S. Forest Service accessible site is shady and cool year around. There are parallel parking spots, trash receptacles and vault toilets.
Education/Interpretation	Interpretive signs detail DeVoto's many visits to this site.



Photos Heather Berg





IDCL



NCITA



Heather Berg



Heather Berg

Key Site #21	Lolo Pass Visitors Center
Location	U.S. Highway 12 at MP 174 at the Idaho-Montana border.
Site Significance	Situated on the crest of the Bitterroot Mountains, Lolo Pass has been an important thoroughfare for centuries. The Nez Perce people followed the trail over Lolo Pass to hunt buffalo to the east. Lewis and Clark trekked over the Pass on their arduous, historic journey in 1805 and 1806. Today, the Lolo Pass Visitor Center and Rest Area provides a popular stopping point for motorists.
Classification	Portal
Current Conditions	<p>Completed in 2003, the rustic log visitor center is the eastern portal to the byway. It was designed to resemble a 1930s Forest Service ranger station. A warming hut was constructed to provide shelter for winter recreationists and for picnics, meetings, and summer classes. Interpretive hiking and ski trails and picnic tables were developed. A quarter-mile accessible interpretive trail circles the recently restored wetland near the visitor center. There is ample parking for all types of vehicles; toilets, interpretive signs, trails and programs, picnic tables, and year-round staffing.</p> <p>The U.S. Forest Service is responsible for the operation and maintenance with funding assistance from both Idaho and Montana Transportation Departments. Providing quality information is critical at this site. Interaction with personnel at Forest Service Ranger Stations, Idaho Department of Lands Offices, and the Kooskia Chamber of Commerce is important to promoting the resources and opportunities along the byway.</p>
Education/Interpretation	Exhibits interpret the diverse history of the people who lived and passed through these mountains. Books and maps are for sale and rangers answer questions. Information on traveling the Lewis and Clark trail and the Lolo Motorway is available. Special programs will be offered during the expedition bicentennial.

IMPLEMENTATION STRATEGIES



Bill Bridge

Organization
Interpretation
Marketing and Promotion
Transportation and Safety
Resource Management
Scenic Conservation
Maintenance & Evaluation

PART III





Mary Lorish Jahn

Harpster Grade, State Highway 13.

The information in Part III identifies potential CMP implementation strategies for the NWPSB-AT. With a formalized organizational structure in place, interpretive, marketing and promotion, transportation and safety, resource management, scenic conservation, maintenance and evaluation activities can proceed.

ORGANIZATION

1. The NWPSB-AT will function as an umbrella organization, and provide oversight entity for the respective byway segment teams. If the byway is to have long-range success, particularly as an All-American Road, it must transcend personalities to secure institutional support. This assures that as current team members leave, replacements will fill in and carry this CMP on for another seven to ten years.

Recommendation: Develop and implement a Memorandum of Agreement (MOA) among all the byway players with signatories from county, state, and federal agencies; the Nez Perce Tribe; NCITA; and local chambers of commerce.

2. Create grassroots support leading to advisory teams for each of the five byway segments. Segment teams will act as a filter for their community. They will develop community-driven plans for their segment, recruit members to promote the byway in their segment, conduct evaluate planning projects.

Recommendations:

- Host meetings at each segment node or portal to inform public and private sector constituents about the benefits and importance of the NWPSB and encourage participation on the segment advisory teams.
- Promote segment representation on the NWPSB-AT.

3. Create and maintain “Adopt the Byway” initiatives for grassroots individuals and/or organizations to provide input on sections of the byway.

Recommendations:

- Utilize segment teams and NCITA members to identify an even larger group of stakeholders.
- Communicate regularly with stakeholders and demonstrate the benefits of involvement.
- Hold bi-annual meetings to assure and evaluate correct emphasis and direction.

INTERPRETATION

The key to understanding and appreciating the byway’s historical and cultural assets is an outstanding system of interpretation. Enhancing all key interpretive sites and planning for new ones needs to be an ongoing, integrated effort.

1. Create a byway-wide communication plan to identify all the interpretive and educational resources, programs, and activities found along the byway.

Recommendations:

- Assemble representatives of all the state and federal park and recreation areas, chambers of commerce, museums, and related historic/cultural sites of interest. Identify avenues for increased cooperation among professional interpreters of all the various entities.
- Inventory interpretive, education, and information facilities and seasonality of operation, as well as media and services operated or conducted along the NWPSB by all the byway partners.
- Develop an information clearinghouse, so that if a visitor center or other service changes hours or closes seasonally, all byway cooperators would promptly have that information for imparting to visitors.
- Identify needs and opportunities to develop multilingual media.
- Establish processes by which the above activities can best be coordinated, shared, and communicated to serve the needs of both byway visitors and partners.



2. Develop an interpretive sign plan to inventory, construct and install identified directional and interpretive signs along the length of the byway.

Recommendation: Encourage coordination and communication with byway partners to reinforce interpretive themes.

3. Find creative ways to tell the byway's stories.

Recommendations:

- Identify storytellers with ownership on the byway.
- Assemble focus groups or other sessions to identify opportunities for expanded story-telling.
- Find creative ways to incorporate visual and performing art along the byway.
- Seek outside funding (arts and humanities) to put these opportunities in place.

MARKETING AND PROMOTION

Continuing NCITA's marketing and promotion strategies is paramount to the success of NWPSB.

1. Encourage use of byway logo. Idaho's Northwest Passage Byway was created and approved in 1998. It has since been used by NCITA to build public awareness for the byway and tourism generally in north-central Idaho.

Recommendations:

- License the logo as a trademark, so that it remains exclusive property of the NCITA and NWPSB.
- Explore a licensing fee program for private businesses and manufacturers who wish to use NWPSB logo on products and services.

2. Maintain and fund professional leadership for marketing and promotion of NWPSB.

Recommendation: Allocate a portion of NCITA's director's time to continue ongoing byway efforts.

3. Increase byway visibility through a coordinated media outreach; including media familiarization tours and press releases.

Recommendations:

- Solicit publicity strategically and provide journalists with the tools and information they need to develop newsworthy stories.
- Identify aspects of the byway history and culture that have not been featured, and develop story ideas to provide to the Idaho Department of Commerce and Labor and television media.

4. Continue improving NCITA's internet presence, with links to other regional/state tourism and community web sites, and the America's Byways website.

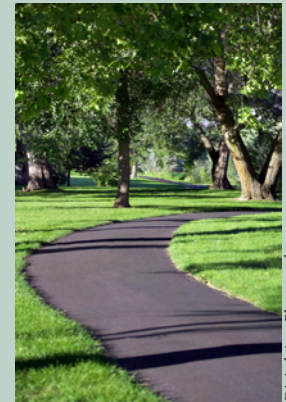
Recommendations:

- Position the web site as both an educational and promotional tool for residents and potential visitors, including international travelers.
- Include a corridor map, photos, and descriptions of the 21 key sites and other heritage attractions, and an e-mail response form for users to request more information. Include a database of attractions, events, and services, a "virtual tour" using video clips or VR technology, a chat room, "What's New" section, links to related sites, etc.
- Market the web site via premium placement purchases on major Internet search engines, advertising on targeted web sites, and listings on news groups, chat rooms, and other special interest sites, linking to as many related sites as possible. Additionally, use targeted emailings and promotions to generate traffic for the web site.

5. Provide hospitality training to targeted businesses and organizations in north-central Idaho's five counties.

Recommendations:

- Contact local chambers of commerce and business owners to identify training needs and interests.
- Contact local historical societies, historians, the Nez Perce Tribe, NPS, U.S. Forest Service, university faculty, and other partners to plan and schedule training.
- Seek funding to continue and expand existing hospitality training program in partnership with Lewis Clark State College.



Digital Arts Photography

Nationally designated recreational trail in Lewiston.





Digital Arts Photography

Anglers enjoying the Lewiston's Levee and the Clearwater River.

- Conduct community and business trainings for tapping international and cultural tourism, with the goal of broadening understanding of other cultures.

6. Enhance visitor services along the byway.

Recommendations:

- Identify sources, collaborations and partnerships for funding visitor information staff.
- Create a regional inquiry response center to handle requests for byway guides and other visitor materials, to track inventory and distribution of materials to all regional visitor centers, to manage the auto tour program, and to compile a master database of visitor inquiries.
- Develop and distribute a master Visitor Information Book in 3-ring binder format, with information about each community/attraction/event in the north-central Idaho five-county region.
- Work with all regional chamber, state, tribal, federal and private visitor information centers to develop better coordination of services, linkages between centers, training on regional attractions and events, a regional visitor tracking system, and eventually, electronic access for all visitor centers to the regional web site and central reservations system.

6. Update the NWPSB self-guided auto cassette tour and accompanying collateral materials for distribution throughout the Northwest.

Recommendations:

- Convert the cassette tour to CD and MP3 format.
- Update and print accompanying collateral materials.
- Identify accessible elements for international visitors.

7. Support the sustainability of the Discover Regional Visitors Guide, the state-authorized guide to north-central Idaho.

Recommendations:

- Find new and creative ways to emphasize the history and culture of the byway corridor.
- Continue to distribute the state-authorized Discover

Regional Visitors Guide to byway visitors centers and other points of visitor contact.

- Expand distribution of the guide to targeted market areas outside Idaho.

8. Implement targeted regional and national media publicity.

Recommendations:

- Continue to fine-tune target audiences.
- Publish a rack card introducing north-central Idaho and the byway and distribute regionally.
- Explore creative ways to tap travel and trade shows, events and festivals.
- Produce online advertising and place ads or advertorials in niche publications to reach targeted markets.

9. Offer group motorcoach tours in or near the byway corridor.

Recommendations:

- Assemble sample itineraries, travel routes and stopovers, tour escort notes, slides, video, and travel services information.
- Coordinate with the IDCL to provide potential motorcoach tour operators with packaging and pricing information, tour itineraries, day and side trip options, customer service expectations, and cultural and heritage themes and highlights.

TRANSPORTATION AND SAFETY

New byway transportation projects must be identified for study before implementation can occur. Ensuring the public safety while maintaining the intrinsic qualities of the byway are the highest priorities. ITD will:

1. Conduct a complete traffic study of State Highway 13 to measure and motoring safety, enhance efficient traffic flow, and ensure preservation and access to sites conveying the byway's intrinsic qualities.

2. Survey existing delineation and overhead lighting on U.S. Highway 12 to determine needs for upgrade.



3. Review and update the traffic study for U.S. Highway 12.

Recommendations:

- Encourage dialogue between ITD, U.S. Forest Service and NPS to evaluate areas of concern along the eastern byway corridor.
- Discuss locations for right-left turnbays (e.g. Wilderness Gateway Campground, a high-use summer campground.)

4. Study the impact of nonmotorized users on the byway and explore feasibility of nonmotorized and alternate routes.

5. Develop and implement a wayfinding strategy, as a comprehensive approach to regional websites, maps, print media, audio tours, radio transmitters, and signs.

Recommendations:

- Research existing systems and ITD regulations. Network with federal agencies with jurisdiction along the byway.
- Hold public meetings in each byway community to raise awareness of the byway and its benefits, and gather input about a wayfinding strategy.
- Consider Traveler Information Stations (TIS) and Info Max transmitters to introduce byway history and culture as well as highlight tourism activities.
- Identify multilingual opportunities.
- Coordinate with ITD to install advance, directional signs throughout the byway corridor.

RESOURCE MANAGEMENT

While major portions of the byway are managed under the stewardship of the Nez Perce National Historical Park and the U.S. Forest Service, additional strategies to educate byway residents and to preserve and protect the byway's intrinsic qualities are needed.

1. Encourage the term “scenic” in planning and implementation documents that lay the foundation of land use or economic development decisions. Subsequent regulatory, purchase, or other official

actions are thus well grounded as a stated land management objective throughout the corridor.

2. Utilize graphic simulation techniques to project alternative futures of the byway. In other words, visualize and shape change before it occurs.

Recommendation: Fund and acquire software to develop two-dimensional graphic photo/map displays.

3. Develop sample ordinances and educate residents about the benefits of preserving and protecting land uses along the byway.

4. Encourage context sensitive design solutions.

Recommendation: Establish partnerships and collaborations with ITD to develop demo projects.

SCENIC CONSERVATION

1. Educate residents about the benefits of preserving and protecting the scenic qualities along the byway. Create sample ordinances to address billboards, telecommunication towers, and other viewshed impairments.

2. Through public meetings and programs to civic organizations, encourage good community design.

Recommendations:

- Encourage community activism to redevelop key sites, improve entryways and community facilities.
- Upgrade sidewalks in byway communities.
- Promote creation of public artwork and murals.
- Encourage good business design and location.

3. Explore technical assistance for preserving historic structures and places.

4. Promote downtown revitalization.

Recommendations:

- Encourage communities to develop revitalization under the National Trust's Main Street Program.
- Advocate a Idaho State Historical Society staff position to oversee the program statewide.



Digital Arts Photography

Canoe replica at the Lewis and Clark Discovery Center at Hells Gate State Park, Lewiston.





Digital Arts Photography

Proceeding on...
Lewis and Clark reenactment
on the Clearwater River.

5. Preserve scenic qualities by encouraging easements and land trusts between willing landowners and governments.

MAINTENANCE

Maintenance includes more than roadway improvement. It is a call to action of the NWPSB-AT and grassroots stateholders.

1. Renew commitment and update Memorandum of Understanding (MOU) agreements at key interpretive sites: Eimers Park and the City of Grangeville, Kamiah Riverfront Park and the City of Kamiah and NPNHP (Canoe Camp) and CEDA. Address ongoing maintenance needs such as upkeep and garbage collection, snow removal, graveling and periodic grading of parking areas.

2. At key sites without a MOU, implement an **Adopt-a-Byway-Site program**, modeled after the Adopt-a-Highway program, utilizing community volunteers. It would assist in reducing maintenance costs and may help to reduce vandalism.

3. Encourage an **Adopt-a-Byway program** for each byway segment to foster local awareness and ownership.

Recommendations:

- Encourage each segment advisory team to involve local civic groups and organizations in a Adopt-a-Byway site program.
- Segment advisory team and local civic group organizations would agree to provide trash collection, site upkeep, vandalism repair, snow removal, graveling, or periodic grading of parking areas where feasible and appropriate.

EVALUATION

NWPSB-AT will assess the success of the CMP implementation and the extent to which projects meet overall strategies, goals, and objectives.

Criteria may include what will be measured, types of data that will be collected, how often data to be collected, frequency, and by whom. It may also describe the type of analysis that will be done, or it will be used to make management decisions about possible changes in the strategy, and reports or products that will be developed.

Recommendations for NWPSB-AT:

- Hold biannual meetings specifically to evaluate existing strategies and brainstorm new opportunities.
- Formally update the CMP periodically.

Marketing and promotion efforts require precise tracking and evaluation. Measuring the results is essential to determine the return on investment of promotion.

Recommendations for NCITA:

- Track sources of inquiries to web site and toll-free number to determine effectiveness of marketing efforts.
- Conduct a conversion research study to determine the conversion rate of inquiries to NCITA for regional/byway travel, traveler spending, etc.
- Compile information from regional visitor centers, in order to track visitor trends, origins, feedback, needs, etc.
- Track individual promotion elements and monitor frequently for results, and resources allocated.
- Establish measurable objectives and bench-marks to provide ways to evaluate the overall marketing program.
- Work with the University of Idaho, other travel regions, and the Idaho Department of Commerce and Labor to plan and implement follow-up research every three to five years to measure how marketing efforts are working, and how visitor travel habits have changed.
- Conduct on-site research at key visitor stops along the byway to provide information about the demographics, travel patterns and motivations of current byway travelers, in order to more effectively target NCITA's marketing efforts and messages.



APPENDICES



Projects—Appendix A
Memorandum of Agreement—Appendix B
Site Inventory—Appendix C
Scenic Conservation Workshop—Appendix D
Letters of Support—Appendix E

PART IV



North Central Idaho Driving Tours



Look, listen and drive!

Free Lewis & Clark Trail audio tour, Gold Rush route, loop tours, scenic byways, packaged itineraries, and much more! Free visitor guide and driving tour kit.

www.northcentralidaho.info/tours

North Central Idaho Travel Association
1-800-473-3543



Ad highlighting the NWPSB auto tour featured in the Idaho Travel Guide.

APPENDIX A—PROJECTS

The implementation strategies noted in Part III set the stage for actual projects. Tables 9-19 on the following pages are a compilation of proposed or pending projects for the Northwest Passage Scenic Byway.

It should be emphasized that the tables are not intended to be a final project list. The NWPSB-AT envisions a dynamic process in which projects will periodically be added and others dropped. As the byway evolves and changes, so will the list of projects.

Project Sources. Projects were generated from a variety of sources. The implementation strategies in Part III were the starting point. In early 2005, NCITA identified a wide range of possible projects and a number of pending ones from a member survey. Finally, projects discussed during brainstorming sessions at the scenic conservation workshop held in May 2005 generated a number of potential resource management and scenic conservation projects.

Project Criteria. The NWPSB-AT set criteria for selecting projects the tables by asking:

Is the project along the byway?

Does the project incorporate one or more intrinsic quality? Will project outcomes enhance one or more intrinsic quality? If so, it is a priority project.

Is the project near a byway community?

Will the project benefit travelers along the byway?

Does the project use public or private funds? Who are the partners?

Navigating Through the Tables.

Tables 9-15 mirror the sections in Parts I and III: Organizational Development, Interpretation, Marketing and Promotion, Transportation and Safety, Resource Management, Scenic Conservation, and Maintenance and Evaluation.

Tables 16-19 are segment-specific projects including projects to develop and enhance the 21 key sites.

The legend below explains the abbreviations used in the "Responsible Lead Entity" column.

LEGEND OF ABBREVIATIONS FOR TABLES 9-19

Abbreviation	Organization
BIZ	Individual tourism-related business
CC	Chambers of Commerce in NWPSB communities
CITY	Cities in NWPSB communities
CEDA	Clearwater Economic Development Association
ITD	Idaho Transportation Department
NCITA	North Central Idaho Travel Association

Abbreviation	Organization
NPS	Nez Perce National Historical Park
NPT	Nez Perce Tribe
SBAT	Northwest Passage Scenic Byway Advisory Team
ST	Northwest Passage Scenic Byway Segment Team
USACE	U.S. Army Corps of Engineers
USFS	U.S. Forest Service



<i>Table 9. Byway-Wide Organizational Development Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
Develop Memorandum of Agreement (MOA) among all byway players.	Short Term	High	SBAT
Form advisory team for each of the five byway segments.	Short Term	High	SBAT
Explore new ways to improve and expand relationships with Nez Perce Tribe.	Long Term	High	SBAT, ST, NCITA, CITY, CC, USFS
Encourage entrepreneurial development.	Long Term	High	CEDA, CITY, CC
Compile funding profiles to help engage public in supporting grant requests from governments and local foundations.	Long Term	Medium	SBAT, NCITA
Explore multi-state expansion of NWPSB boundaries.	Long Term	Low	SBAT
Encourage community assistance and support through business sponsorships and memorial opportunities.	Long Term	Low	SBAT, ST

<i>Table 10. Byway-wide Interpretive Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
Create byway-wide communication plan to identify and inventory all interpretive and educational resources found along the corridor.	Short Term	High	SBAT
Develop byway-wide interpretive plan.	Short Term	High	SBAT
Inventory existing signs and identify gaps.	Short Term	High	SBAT
Design, fabricate and install interpretive signs along the length of the byway.	Long Term	Medium	NPS, USFS, CC
Develop comprehensive wayfinding strategy and public a plan to benefit all state byways.	Short Term	High	SBAT, ITD
Find creative ways to incorporate visual and performing art to tell the stories along the byway.	Long Term	Low	SBAT, ST, NCITA, CC
Develop "artist registry."	Long Term	Low	SBAT, ST, NCITA, CC
Promote and implement mural/artwork conservation and preservation.	Long Term	Low	SBAT, ST, NCITA, CC
Encourage interpretive opportunities to highlight topics such as the history of salmon, agriculture and regional way of life.	Long Term	Low	SBAT, ST, NCITA, CC



<i>Table 11. Byway-wide Marketing and Promotion Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
Refine and license NWPSB logo as trademark.	Short Term	High	NCITA
Maintain and fund professional leadership for marketing and promotion of NWPSB.	Short Term	High	NCITA
Support sustainability of NWPSB page on NCITA website.	Short Term	High	NCITA
Develop master visitor information reference for all byway visitor centers.	Ongoing	High	NCITA
Update NWPSB self-guided auto tour and collateral materials.	Short Term	High	NCITA
Support sustainability of <i>Discover Regional Visitors Guide</i> .	Long Term	High	NCITA
Develop NWPSB branding initiative to unify byway-wide identification.	Long Term	High	NCITA
Implement managed media program with media fam tours and press releases.	Long Term	Medium	NCITA
Create regional inquiry response center.	Long Term	Medium	NCITA
Identify opportunities to improve visitor information center year-round staffing, staff training and compensation.	Long Term	Medium	NCITA, CC
Conduct community and business training for tapping international and cultural tourism.	Long Term	Medium	NCITA, CC
Promote bus/van tours. Promote “fly-in” tourism.	Long Term	Medium	NCITA
Explore feasibility of excursion train.	Long Term	Low	NCITA



<i>Table 12. Transportation and Safety Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsibility Lead Entity</i>
Conduct U.S. Highway 12 Corridor Safety Study.	Short Term	High	ITD
Conduct State Highway 13 Corridor Safety Study.	Short Term	High	ITD
Develop and implement a comprehensive byway-wide wayfinding system to serve as model for other state byways.	Short Term	High	SBAT, ST, ITD, CITY
Perform delineation upgrade on U.S. Highway 12.	Long Term	Medium	ITD
Construct Wilderness Gateway turnbays.	Long Term	Medium	ITD
Encourage partnerships and collaborations with ITD to develop context sensitive design solutions.	Long Term	Medium	ITD, SBAT, ST, CITY
Enhance gateway portals.	Long Term	Medium	SBAT, ITD, CITY
Install long-range Traveller Information Systems (TIS) at NWPSB portals.	Long Term	Medium	SBAT, NCITA, CITY
Install short-range InfoMAX transmitters at key sites.	Long Term	Medium	SBAT, NCITA, CITY
Conduct bridge study including Cherry Lane bridge reconstruction, new access to Memorial Bridge, Lenore bridge, etc.	Long Term	Low	ITD
Design and construct pedestrian and bicycle trail projects.	Long Term	Low	CEDA, ITD, CITY

<i>Table 13. Byway-wide Resource Management Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
Educate byway residents about the importance of the byway for local, regional and national commerce and the impact of development on the character of the byway.	Long Term	High	SBAT
Research pilot or demo projects incorporating context sensitive design.	Long Term	Medium	SBAT, ST, ITD, CITY
Foster relationships between citizens and governments regarding land use, development and conservation/preservation.	Long Term	Medium	ST, CC, CITY
Encourage partnerships and collaborations that make use of graphic simulation to visualize the impact of development on the character of the byway.	Long Term	Medium	SBAT, ST, CITY
Implement resource stewardship/community design awards and recognition to raise community awareness.	Long Term	Medium	SBAT, ST, CITY
Explore creation of land trusts.	Long Term	Low	SBAT, ST



<i>Table 14. Byway-wide Scenic Conservation Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
Develop telecommunication solutions. Create model based on public process.	Short Term	High	CEDA
Develop and implement billboard strategy including ordinances, alternatives and partnerships.	Long Term	High	SBAT
Develop community design standards.	Long Term	High	SBAT, CITY
Create downtown revitalization (Main Street) projects for byway communities. Engage and educate downtown businesses in thoughtful development and encourage property maintenance. Maintain and fund staffing to oversee projects.	Long Term	High	SBAT, ST, CC, CITY
Get technical assistance for preservation of historic structures.	Long Term	Medium	SBAT
Foster relationships between citizens and governments regarding land use, development and conservation/preservation.	Long Term	Medium	ST, CITY
Explore creation of land trusts.	Long Term	Medium	SBAT
Fund visual simulation partnership.	Long Term	Medium	SBAT, ST, CITY
Implement resource stewardship/community design awards and recognition to raise community awareness.	Long Term	Medium	SBAT, ST, CITY
Implement street tree project.	Long Term	Low	SBAT, ST, CITY

<i>Table 15. Maintenance and Evaluation Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
Implement maintenance agreements as part of MOUs at each NWPSB site.	Long Term	High	SBAT, ITD
Track and analyse marketing efforts and visitor data.	Long Term	Medium	NCITA
Encourage Adopt-a-Site program to maintain NWPSB key sites.	Long Term	Medium	SBAT, ST
Create/maintain an Adopt-the-Byway program for grassroots individuals/organizations to provide input on sections of the byway.	Long Term	Medium	SBAT, ITD



<i>Segment</i>	<i>Table 16. Lewiston-Spalding Segment Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
1	Plan and provide comprehensive and consistent wayfinding information throughout Lewiston Valley.	Short Term	High	SBAT, ST, CC
1	Install "Welcome" sign and enhancements at community gateways.	Short Term	High	ST, CC
1	Install advance signs with NWPSB logo at all NWPSB key sites.	Short Term	High	ITD
1	Install TIS system at Nez Perce National Historical Park/Spalding.	Long Term	High	SBAT, NCITA, NPS
1	Increase visibility of NWPSB and visitor information at NPNHP Spalding Visitor Center.	Long Term	High	SBAT, NCITA, NPS
1	Review and implement Lewiston wayfinding projects from Brooks Report and NWPSB Wayfinding System Plan.	Long Term	High	ST, NCITA, CITY, CC
1	Clarify wayfinding and understanding of services at Lewis and Clark Discovery Center.	Short Term	High	USACE, SBAT, ST
1	Install TIS system at Lewiston or Spalding.	Long Term	Medium	NCITA, CITY, CC
1	At North Lewiston Boat Ramp, construct kiosk; design and install interpretive signs explaining Potlatch Corporation and tell the story memorialized in sculptures along U.S. Highway 12 ROW.	Long Term	Medium	ST, CC, ST
1	Relocate Tsceminicum site access to Bypass route; add kiosk and signs.	Long Term	Low	CITY, CC, SBAT
1	Develop Lewiston Welcome Center.	Long Term	Low	ST, CC
1	Upgrade/construct sidewalks as needed in Lewiston.	Long Term	Low	CITY, ITD



<i>Segment</i>	<i>Table 17 Spalding-Kamiah Segment Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
2	Plan and provide comprehensive and consistent wayfinding information throughout segment.	Short Term	High	SBAT, ST, CITY
2	Install "Welcome" sign and enhancements at community gateways.	Short Term	High	ST, CC
2	Install advance signs with NWPSB logo at all key sites.	Short Term	High	ITD
2	Upgrade/construct sidewalks as needed in Orofino and Kamiah.	Short Term	High	CITY, ITD
2	Construct boat ramp on U.S. Highway 12 at Harpers Bend.	Ongoing	High	BLM
2	Install InfoMAX system at/near Canoe Camp.	Long Term	High	ST, NCITA
2	Review and implement items from 2005 Horizon's Orofino Action Plan.	Long Term	High	CITY, CC
2	Install short-range InfoMAX transmitter at Canoe Camp.	Long Term	Medium	NPS, NCITA
2	Develop context sensitive design demo project at Canoe Camp.	Long Term	Low	NPS, ITD, CITY
2	Implement "Steelhead Village" theme and event in Orofino.	Long Term	Low	ST, CITY, CC
2	Provide interpretation/information about Gold Rush Historic Byway. and Elk River Backcountry Byway.	Long Term	Low	ST, ITD, CC, CITY

<i>Segment</i>	<i>Table 18. Kamiah-Kooskia Segment Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
3	Plan and provide comprehensive and consistent wayfinding information throughout segment.	Short Term	High	SBAT, ST, CC
3	Install "Welcome" sign and enhancements at community gateways.	Short Term	High	ST, CC
3	Install advance signs with NWPSB logo at all key sites.	Short Term	High	ITD
3	Install InfoMAX system for Kamiah-area information.	Long Term	High	CEDA, CC
3	Complete improvements to Kamiah Riverfront Park (irrigation, kiosk improvements, landscaping.	Short Term	High	ST, CITY, CC
3	Review and implement items from 2005 Horizon's Kamiah Action Plan.	Long Term	Medium	CITY, CC
3	Upgrade/construct sidewalks as needed in Kamiah.	Short Term	Medium	CITY, ITD
3	Develop bike-pedestrian trail from Riverfront Park to East Kamiah.	Long Term	Medium	ST, CITY, ITD
3	Perform enhancements to Kamiah's Bicentennial Garden.	Long Term	Low	ST, CITY, CC
3	Add interpretive and directional signs highlighting historic churches.	Long Term	Low	ST, CITY, CC



<i>Segment</i>	<i>Table 19. Kooskia-Grangeville Segment Projects</i>	<i>Timeline</i>	<i>Priority</i>	<i>Responsible Lead Entity</i>
4	Plan and provide comprehensive and consistent wayfinding information throughout segment.	Short Term	High	SBAT, ST, CITY, CC
4	Install "Welcome" sign and enhancements at community gateways.	Short Term	High	ST, CITY, CC
4	Install advance signs with NWPSB logo at all key sites.	Short Term	High	ITD
4	Upgrade/construct sidewalks as needed in Kooskia and Grangeville.	Short Term	High	CITY, ST, ITD
4	Install TIS system at Eimers Park and Kooskia.	Short Term	High	ST, CITY, CC
4	Complete site improvements to Eimers Park.	Short Term	High	ST, CITY, CC
4	Explore funding collaborations for year-round staffing of visitor center.	Long Term	Medium	NCITA, CC
4	Install interpretive signs at Stites, Idaho highlighting the Ordway expedition in 1806 and the settlement of Stites.	Long Term	Low	ST, CC
4	Preserve and protect old mill near Kooskia.	Long Term	Low	CEDA



APPENDIX B:

MEMORANDUM OF AGREEMENT

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NORTHWEST PASSAGE BYWAY CORRIDOR MANAGEMENT PLAN IMPLEMENTATION MEMORANDUM OF AGREEMENT (MOA)

BETWEEN

The Northwest Passage Scenic Byway Advisory Team
AND

County, City and Federal Government Entity Members
Tribal Government Entity Members
Clearwater Economic Development Association
Idaho Transportation Department
North-Central Idaho Travel Association

I. PARTIES ELIGIBLE TO PARTICIPATE IN THIS MOA AND THE NORTHWEST PASSAGE SCENIC BYWAY ADVISORY TEAM:

- County Government Entity members: Nez Perce County, Clearwater County, Lewis County, and Idaho County.
- City Government Entity members: City of Lewiston, City of Orofino, City of Kamiah, City of Kooskia, and City of Grangeville.
- Federal Government Entities: National Park Service, USDA Forest Service, US Army Corps of Engineers, and Bureau of Land Management.
- Tribal Government Entity member: Nez Perce Tribe.
- Travel Industry Entity member: North-Central Idaho Travel Association
- Ex-officio (non-voting) members: Clearwater Economic Development Association (CEDA) and Idaho Transportation Department (ITD).
- All entities hereinafter called Advisory Team Members.

II. PURPOSE:

- The purpose of this agreement is to provide for implementation, maintenance, and operation of the Northwest Passage Scenic Byway Corridor Management Plan:
- The Mission of the Northwest Passage Scenic Byway Advisory Team is to facilitate the Corridor Management Plan for the Northwest Passage Scenic Byway, an All-American Road designated under the Federal Highway Administration's America's Byways program."

III. STATEMENT OF MUTUAL BENEFITS AND INTERESTS:

- It is of mutual benefit for all parties associated with the Northwest Passage Scenic Byway to cooperate in supporting and implementing the Corridor Management Plan and its related Byway segment projects and developments.
- The Corridor Management Plan is intended to improve local economies and quality of life through enhancement of travel, tourism, and transportation in north-central Idaho. Grass-roots involvement in the respective Byway segments is essential to ensure both residents and visitors are served.
- The Byway's viability depends upon both a sustained effort to market the Scenic Byway, and a collective effort by its entities and communities to provide experiences that attract and serve local, state, national, and international visitors.

IV. GOVERNMENT ENTITY RESPONSIBILITIES:

- Designate a representative to the Advisory Team and support their participation in its activities;
- Adopt and support the Northwest Passage Scenic Byway Corridor Management Plan and subsequent amendments, consistent with Entity policies and priorities, and the guidelines provided by the America's Byways program;
- Approve and sponsor projects in each Entity's area of responsibility consistent with the plan and local priorities;
- Participate in and provide continuing support of approved projects in the Entity's area of responsibility through annual maintenance and operations;
- Give written and testimonial support for approved projects in another Entity's area of responsibility, when requested and consistent with the plan and local spending priorities; and
- Assist the Advisory Team in grants and other funding and in-kind match sources for Byway projects.

V. ADVISORY TEAM MEMBER RESPONSIBILITIES:

- Participate in the implementing, maintaining, and carrying out the Northwest Passage Scenic Byway Corridor Management Plan;
- Keep the governing body of the Entity represented informed of the Advisory Team's actions, needs, and the status of Plan implementation;



APPENDIX B: MEMORANDUM OF AGREEMENT

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- Keep interested groups and individuals within their Entity's area of responsibility aware of the Advisory Team's actions and the status of the Management Plan's implementation;
- Work with their Entity's personnel and others to prepare project proposals and grant requests, in line with local policy and resources;
- Participate in reviewing and updating the Management Plan;
- Work as a team member to maintain implementation and development balance throughout the length of the Northwest Passage Scenic Byway Corridor; and
- Prepare and deliver an annual report to all of the participating government Entities as to the status of the Management Plan and its project activities.

VI. CLEARWATER ECONOMIC DEVELOPMENT ASSOCIATION RESPONSIBILITIES:

- Designate a representative to act as the ex-officio Advisory Team coordinator;
- Provide administrative/office support to the Advisory Team;
- Pursue, receive, and administer grant funding associated with this Scenic Byway.

VII. IDAHO TRANSPORTATION DEPARTMENT RESPONSIBILITIES:

- Designate an ITD representative to participate as a liaison and an ex-officio member of the Advisory Team, lending technical support related to Scenic Byway matters (funding sources, programs, policies, processes, etc.);
- Provide timely assistance and guidance to the Advisory Team and CEDA in completing and submitting competitive byway project grant applications; and
- Review and expedite byway projects recommended and submitted for grant consideration by the Advisory Team.

VIII. NORTH-CENTRAL IDAHO TRAVEL ASSOCIATION RESPONSIBILITIES:

- Adopt the Northwest Passage Scenic Byway as one of the central features attracting visitors to north-central Idaho;
- Incorporate and advertise the Byway and its historical/cultural features into its regional tourism marketing strategy, funded through state bed-tax revenues; and
- Project a leadership role in coordinating Byway travel information and tourism services between the Advisory Team, the hospitality industry, and chambers of commerce/visitor bureaus within the respective Byway segments identified in the Corridor Management Plan.

IX. IT IS MUTUALLY AGREED AND UNDERSTOOD THAT:

- Budget: It shall be the responsibility of CEDA to prepare an annual budget for the Advisory Team, in close consultation with NCITA and ITD.
- Accountability: CEDA will, through its accounting and audit process, provide periodic financial reports and statements to the Advisory Team.
- It is the responsibility of the Advisory Team to advocate the Scenic Byway to local, state and federal governmental stakeholders for support and resources that advance the Corridor Management Plan.
- Disputes: All disputes should be resolved through collaborative process and consultation of the Advisory Team with mediation through CEDA, if necessary.
- Limitations: Nothing in this MOA shall be construed as limiting or expanding the statutory or regulatory responsibilities of the participating parties in performing functions granted to them by law; or as requiring either to expend any sum in excess of its respective appropriation; or expanding the liability of either party. In the event of a liability claim, each party shall defend their own interest. No party shall be required to provide indemnification of the other party. Each and every provision of this agreement is subject to the laws and regulations of the State of Idaho and of the United States of America;
- Effective Date: This MOA shall become effective upon signature of ninety percent (15) of the county and city government Entities and Clearwater Economic Development Association Ex-officio Entity. The term of this MOA is good until amended or terminated;
- Method of Termination: This MOA shall remain in force until formally terminated by forty percent (7) of the county, city, and/or tribal government Entities giving thirty (30) days' written notice to the other parties. Reasons for termination may be (a) non-compliance, (b) lack of service, or (c) lack of performance. Termination of this MOA will also terminate the Northwest Passage Scenic Byway Corridor Management Plan and the Advisory Team;
- Amendments: Amendments to this MOA shall become effective upon mutual agreement and written approval by the Advisory Team and a super majority (11) of the participating government Entities.



APPENDIX B:

MEMORANDUM OF AGREEMENT

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SIGNATURES OF THOSE ENTITIES PARTICIPATING IN THE NORTHWEST PASSAGE SCENIC BYWAY ADVISORY TEAM MEMORANDUM OF AGREEMENT

Agency/Entity	Signature	Date
NEZ PERCE COUNTY		
CITY OF LEWISTON		
CLEARWATER COUNTY		
CITY OF OROFINO		
LEWIS COUNTY		
CITY OF KAMIAH		
IDAHO COUNTY		
CITY OF KOOSKIA		
CITY OF GRANGEVILLE		
NEZ PERCE TRIBE EXECUTIVE COMMITTEE		
USDA FOREST SERVICE, NEZ PERCE NATIONAL FORESTS		
USDA FOREST SERVICE, CLEARWATER NATIONAL FOREST		
NATIONAL PARK SERVICE, NEZ PERCE NATIONAL HISTORICAL PARK		
US ARMY CORPS OF ENGINEERS		
BUREAU OF LAND MANAGEMENT		
CLEARWATER ECONOMIC DEVELOPMENT ASSOCIATION		
IDAHO TRANSPORTATION DEPARTMENT, REGION 2		
NORTH CENTRAL IDAHO TRAVEL ASSOCIATION		



APPENDIX C— SITE INVENTORY

The Northwest Passage Scenic Byway site inventory originated in the 1997 CMP and has been expanded to include Segment 1 (Lewiston-Spalding) and Segment 5 (Kooskia-Lolo Pass).

Navigating Through the Site Inventory

Both milepost (*MP*) and highways numbers (*Hwy*) are indicated with site name.

Partial inventory of signs are listed by type (*Sign*):

Directional (a)

General Information or Regulatory (b)

Orientation (c)

Interpretation (d)

Advertising (e)

Safety (f)

Management (*Mgt*) entities include:

Abbreviation	Entity
BLM	Bureau of Land Management
CITY	NWPSB communities
IDFG	Idaho Department of Fish and Game
ITD	Idaho Department of Transportation
ISHS	Idaho State Historical Society
NPS	Nez Perce National Historical Park
NPT	Nez Perce Tribe
PVT	Private ownership
USACE	U.S. Army Corps of Engineers
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service































Facilities are indicated by symbols:

Symbol	Description
	Camping
	RV hookups
	Pets allowed
	Drinking water
	Food service
	ADA accessible
	Information
	Interpretive trail
	Launching ramp
	Litter container
	Picnic area
	Restroom
	River access
	RV dump station
	Telephone
	Trailhead



MP	Hwy	Site Name	Sign	Mgt	Facilities	Comments
	12	Lewis and Clark Discovery Center	d	USACE		Two-acre outdoor interpretive plaza on banks of Snake River. Educational displays and sculptures by Artist Rip Caswell, film, gift shop. Camping, day-use facilities, and marina.
1	12	Tseminicum	d	USACE		Interpretive site with bronze sculpture and US Geodetic Survey marker. Boat ramp, nearby recreational trails, restrooms.
	12	5th Street Corridor		CITY		Overpass from levee to downtown Lewiston. Undeveloped. Overpass and sidewalk improvements scheduled for completion in 2005.
	95	North Lewiston Boat Ramp	d	USACE CITY		Also known as Steelhead Park. Boat ramp, restrooms, picnic tables, trash receptacles. Adjacent to park are privately owned convenience/fuel station and motel.
		Downtown Lewiston				Downtown Lewiston offers food, lodging, shopping.
312	95	Mill Hole, N. Lewiston to Pumphouse Area		USACE		Long-term lease to Nez Perce County. Gravel parking, boat ramp is two-lane, two docks. Future Development: Waterway Grant for modern flush toilets, paved parking, lighting, landscaping. Maintenance: rental units serviced by owners. Litter patrol. New facility maintained by city of Lewiston.
309	95	Downstream Goose Pasture				Cartop boat access.
307.5	95	Upstream Goose Pasture				Cartop boat access.
307	95	Nez Perce Village/ Coyote's Fishnet	c, d	NPS ISHS		Short pull out, no access/deceleration lanes. Area limited to flood plain. Not good SB gateway site: small, little parking. Needs better interp. Signs (footboot of village, model pit house, phot/graphic of fishnet & bear w/overlay), otherwise leave alone. Prolific thistle & trash (no garbage can), no access to river. No access from West lanes (if trying to see all 11 SB sites, can't get there). Numbers on signs don't make sense (262,332). NPNHP #2 sign maps list Hwy 95 & 12. Byway sign is "backwards".
306.5	95	Lower Hog Island		IDFG		
305	95	Upper Hog Island/Brady Beach Sportsmen Access		ITD		Pullout. Short advance notice. Guardrail S. Side of highway. Agreement with IDF&G, gravel parking. Maintenance: proposed service contract for cleaning and litter patrol.
306	95	Mullaley Sportmen Access				Gravel dump is unsightly.
	95	NPNHP/Spalding		NPS		NPS site and visitor center. Parking, lighting, trash receptacles. Visitor center has restrooms, meeting space and exhibits, and is staffed year-round.
11	12	Ant & Yellow Jacket	d			Entrance conflicts with merge lane from US 95 N. Site distance eastbound unlimited; westbound 500'. Area could be expanded by 5 times (200' x 60' now) by filling to existing river levy, levy blocks view of river now. 1st SB sign - East 12 & L&C sign. Arch is "behind you". Good shade trees.
12.5	12	Spalding's Mission	d	ISHS		Dangerous ent/exit-sharp turn due to fence (20 mph). Site: eastbound unlimited; westbound 800'. Opportunity for deceleration lane eastbound, but not acceleration. Doesn't refer to museum/park across river. No amenities, no shade.
	12	Spalding's RR Bridge		PVT		Area adjacent to RR bridge just upstream from Spalding on old highway (underdeveloped).
14	12	Downstream Turkey Island (Private)				Private access just downstream from Turkey Island (underdeveloped).
14	12	Turkey Island				State gravel pit is unsightly. Opportunity for recreation. Bank access needed.



MP	Hwy	Site Name	Sign	Mgt	Facilities	Comments
		Wetland Spalding-Arrow Bridge		PVT		
15	12	Arrow Bridge				
	12	Potlatch River Confluence				Poorly maintained. Not signed from westbound. Small beach.
16	12	Gibb's Eddy Sportsmen's Access	b	ITD	   	Dangerous entrance/exit-should be one way westbound. Clearwater Ridge subdivision across highway. Agreement with IDF&G. Gravel parking. Maintenance; rental units serviced by owners. Litter patrol.
16	12	Little Myrtle				
17	12	Pulloff				Blind pulloff. Unmarked eastbound.
	12	Lower Myrtle		PVT	 	
18	12	Myrtle Beach		IDFG	   	CMC office, caretaker residents. Future Development: paved road & parking, flush toilet, campsites w/full hook-up, picnic area, interpretive trail, group shelter, visitor information center.
18.5	12	Upper Myrtle Bar				
18.5	12	Myrtle		IDFG USACE	   	Pull-off, on blind vortner, "secret" campground-no signs, IDFG has small notice about campground: no wate/sewer/elec. Dumpsters unsightly. Good turn land eastbound: good access road. Limited sight distance back onto highway. Great potential for development (hookups, water, ramp, shade) - COE master plan. Poor site distance westbound (150'), 25 mph corner, good eastbound (600'), needs deceleration westbound.
	12	Wetland b/n Myrtle Beach-Cherrylane		PVT		
20.8	12	Cherrylane Sportsmen's Access	b	ITD	   	Connect the three Cherry Lane sites. Agreement with IDF&G, paved parking. Maintenance: rental units serviced by owner, litter patrol.
	12	Cherrylane Bridge, right				
	12	Cherrylane Bridge, left				
	12	Wetland E Cherrylane		PVT		
24	12	Pulloff				
25.5	12	Break in Jersey Barrier				Dangerous entry sign location of safe access.
26	12	Break in Jersey Barrier				Dangerous entry sign location of safe access.
	12	Bedrock Creek				County road access upstream from Cherrylane Bridge
27	12	Big Eddy Fill Area				Connect to Lenore Rest Area with trail.
27	12	Lenore Rest Area	b c d	ITD	          	Developed ITD rest area. Lighting, pop machine, ITD info, IDCL north-central Idaho tourism info, good shade trees, landscaping. Boat ramp. Well-used beach and launch areas need to be maintained. Could promote beach on hwy sign. No site orientation sign where things are. Dumpsters. Fenced in arch/dig area (no interp.). Caretaker's residence. No brochures - could be private sector job.
	12	Lenore Fish and Game Access, river right				



MP	Hwy	Site Name	Sign	Mgt	Facilities	Comments
28	12	Lenore Sportsmen's Access		IDFG		Across Lenore bridge (1 lane) - no sign at end of bridge to turn right. Camas Prairie Railroad has long term lease to IDFG. Gravel parking. Maintenance: proposed service contract for toilet cleaning & litter patrol, current litter patrol.
30	12	Lenore Beach Access Upstream				
34	12	Pulloff Downstream-Peck				
35	12	Peck Sportsmen's Access		NPT		Gravel parking. Maintenance: rental units serviced by owners, litter patrol, vault toilet, litter patrol, boat ramp.
	12	Peck		NPT		
	12	Wetland E. Peck		PVT		
36.5	12	Pulloff between Peck and McGill				Discourage lots of use -- must cross highway.
38	12	McGill Hole		BLM		Dangerous, replace boat access elsewhere in corridor, with class 3 site, add warning sign. Paved parking.
38	12	River Right - McGill				
39	12	Pink House Hole Recreation Site	b	BLM		Gravel parking (ample), 14 day camping limit, nice beach and boat ramp. Maintenance: rental units serviced by owners, litter patrol, landscape work by CMC staff and BLM. Gravel access to beach and camping area, vault and flush toilets, campsites, interpretive signs, picnic area, boat launching area.
		Wetland b/n McGill-Canoe Camp		PVT		
40	12	Canoe Camp	d	NPS		Stone fireplace. Loop trail & interp signs, weeds, dead grass, no restroom, no info on dam/hatchery. Shade trees, loop trail (grvl), benches, very significant site-underinterp. Blue Star Memorial Hwy? sign. Parking too close to entrance; RV parking, not clearly marked. Site renovation in progress.
	12	Interp. Site for Dworshak Dam/Hatchery				(Non-site) Need to develop interpretive site along highway for Dworshak Dam and Hatchery - Canoe Camp?
		Orofino		CITY		Orofino offers food, lodging, gas, and shopping.
41	12	Clearwater National Forest SO		USFS		Bad Signage, tight turn, full-time staff, maps, books - public sector, Orofino brochure/map, kids materials, stuffed animals, interp. Info.
42	12	Slaughter House Hole				
43	12	Boat Access Upstream from Airport				
		City Ramp, river right, downstream from Orofino Bridge				
		Wetland near Orofino Nside CR				
43.5	12	Good Sams RV Dump		PVT		Directional signs to area attractions would be useful here (dam, hatchery, downtown, etc.)
	12	Visitor Kiosk-Orofino Proud Heritage Plaza				No orientation (visitor info), bad access, hard to find and get in and out, path under bridge not marked.



MP	Hwy	Site Name	Sign	Mgt	Facilities	Comments
	12	Clearwater Historical Museum		CITY		Interp Opportunity
		Ahsahka Nside CR		PVT		
	7	Log Hole-Potlatch Pole Yard		NPT		Leased to Potlatch. Maintenance: rental units serviced by owner, current litter patrol. Future Dev't: Road and bank access improvements, dumpster.
53	7	Ahsahka Sportmen's Access		IDFG		Gravel parking. Maintenance: proposed service contract for cleaning toilet and litter patrol. Future Dev't: development of campground (proposed).
	7	Dworshak Dam		USFWS		Interp opportunity. Non-site, need orientation along hwy (Canoe Camp) - with map info. Hwy 7 bad (under constr), no signs at Ahsahka bridge, visitor center not open. Info, books, film.
		New Hatchery Site				Special area, bank access needs to be maintained.
		Dworshak National Fish Hatchery		USFWS		
		Dworshak State Park		USACE		? Miles form Orofino/dam.
47	12	Lewis and Clark Historical Marker		ISHS		"Cont'd another r16 mi w/horses until they found camp w/trees suitable for making canoes" - disagrees with Canoe Camp. Need "for more info, to to ????"
49	12	Pine Tree Pulloff Down from Zan's				
49.5	12	Zan's		ITD		Needs safe parking and highway crossing. Gravel parking.
50	12	Beaches below Greer, Highway Side				Sign where safe access is located.
	12	Greer Bridge		IDFG		Recently required by IDF&G.
52	12	Greer				
	11	Weippe Prairie	d	ITD/PVT		ITD pullout. Site where L&C first met NP.
52.5	12	Beach above Greer, river lft (Van Allen's) Pulloff above Beach at MP 52.5 Gold Rush Ferry	d	ITD		Piles of flood debris-water qulaity hazard and unsightly. Hist. sign w/map has CCSB logo. Good potential for oriendttation to Pierce/Weippe (gold rush, L&C, logging museum, etc.). Potential site for trail to river, picnicking, restroom, ramp, beach. Connect to large upstream pulloff. Connect to beach access, mp 52.5. Rental toilet serviced by owner, trash pick-up by CMC staff.
	12	Looking Glass Camp	d	ITD		ITD pullout. Poor access.
	100	Musselshell Meadow	d	USFS		USFS site. Part of historic loop tour?
	100	Pierce Courthouse	d	CITY		Staffed by Pierce Hist. Society Logging Museum & ISHS.
54	12	Milepost 54 Beach				
54.5	12	Five Mile Creek		ITD		No signs, no parking, 1 lane, bqad site distance. Special, add summer picnic table. Agreement with IDFG. gravel parking. Maintenance: litter patrol. Future Dev't: ramp replacement FY95, possible vault toilet.
55.5	12	Beach		PVT		Small turnout - great beach.
58.5	12	Six Mile Creek Pulloff				

















MP	Hwy	Site Name	Sign	Mgt	Facilities	Comments
60	12	Beach				
61	12	Long Camp Sportsmen's Access		ITD		Flood debris - no room to park. Gravel parking. Maintenance: litter patrol. Future Dev't: ramp repair FY95.
	12	Grove Mammoth Excavation site		PVT		Columbian mammoth site. Privately owned.
65	12	Kamiah Long Camp				
65.5	12	Chetwood Park		PVT		No restrooms, no water, some people camp - would be full.
66	12	Kamiah Ranger Station				
	12	Kamiah Welcome Center				No sign pointing up Main Street, "open" sign out but center closed. No directions for parking or hours posted.
	12	Downtown Kamiah		CITY		Downtown Kamiah offers food, lodging, gas, and shopping.
	12	McComb's Ranch on the River		PVT		Bird sanctuary. Bird watching opportunity.
		Wa-A-Yas Center, Nez Perce Express		NPT		Mary Tallbull, 935-2525, Helen Stombeck. Not marked, no literature. Nez Perce Express-great t-shirt collection, tribal complex.
67	12	Kamiah City Park		CITY		Shelter, NWPSB kiosk, performance stage. Gravel parking, lighting, trash receptacles.
	12	Historic Mission Church		PVT		Oldest church in Idaho in continuous use.
	12	Lewis & Clark/Asa Smith Mission/Long Camp		ISHS		No facilities, would make more sense to have in City Park. Long Camp and Asa Smith sites across river - foliage obscures view across river.
	12	Off-Highway Boar/Beach Access Up from Heart of the Monster				
	12	Heart of the Monster	d, c	NPT		53 acres+9 on other side. Interp. Program. Open 24 hrs summer, closed winter. Cultural demonstrators - 8-4:40/9-3:30 Ss. Thurs. evening program. Budget is biggest constraint. Staffed facility is a goal. Visitation ranges from 6-100/day. Interp. Tape (8 track) being replaced by digital system. Needs weed control, shade trees. Bike path - would support, but eadier to keep along hwy. People don't know what's here - no signs: "Recordings, cultural demonstrator on site". How old is legend? Special purpose site.
	12	Presbyterian Church/McBeth House/School				Fred Jose - Kamiah 935-0335. No interp. Info or pamphlets.
	12	Nez Perce Indian Graves		PVT		Located at mission church and on No Kid Lane.
	12	L&C Campsite				
	?	Seven Teepees				Legend/religious site from Nezperce grade viewpoint. P66
71	12	4 Pulloffs Downstream from Dale's				
72	12	Button Beach		ITD		Boat ramp washed out, lots of trash, steep slope off hwy into parking. Expand parking to connect downstream pulloff & close road to beach. Agreement with IDF&G. Gravel parking. Maintenance: litter patrol, county trash pick-up site. Replace ramp FY96?



MP	Hwy	Site Name	Sign	Mgt	Facilities	Comments
73	12	Pulloff Downstream from MP 73				
	12	Kooskia Saddle Club Arena		NPT		Limited site distance, nice spot (setting along river). Saddle Club is moving.
73.5	12	Pulloff Downstream from Kooskia Weigh Stn				
74	12	Kooskia Crossing Kiosk/Weigh Station	a, b, b, d, f	CITY ITD		Kooskia city center & services sign, intersection is dark at night. NWPSB kiosk with interpretation. NWPSB mapboard and USFS orientation signs. Kooskia Welcome sign near the kiosk. Site includes salmon sculpture, site landscaping and shade trees. Could be Level 3 dependent of Middle Fork use. Human waste issues increasing - consider toilet installation.
	13	Old Mill Site				
		Kooskia Ranger Station				
	13	Downtown Kooskia				Downtown area offers food, lodging, gas, and shopping. City Hall has visitor info.
		Kooskia City Park				
23	13	Stites				
21	13	Clearwater Battlefield	d	PVT		NPS site. Legend sites nearby. Nez Perce War, interp. sign, Clearwater Battlefield. Narrow pull-off, near NPS 14?/ITD 259. Weed infested, NPS trying to buy land and develop more.
18	13	Picnic Area		PVT?		
15	13	Clearwater Intersection				
	13	Harpster		CITY		
	13/14	Elk River Wagon Road				Possible interp loop opportunity from Hwy 13.
	13	Harpster RV Park				
	13	S. Fork Wildlife Refuge?				
11.5	13	Lightning Creek Road				Pull-off with dumpsters.
	14	Gold Rush Loop Tour				Possible interp loop opportunity from Hwy 14.
11.5	13	Harpster Grade				Needs viewpoint with interp. of canyon, prairie.
		NPNF SO				
	13	Idaho County Historical Museum		CITY		Visitor orientation opportunity
	13	Lions Park Picnic Area				
	13	Eimers Park/Visitor Center		CITY		At junction of US95 and Pine Street. NWPSB kiosk, mammoth exhibit building. Trash receptacle, lighting. Visitor Center is staffed seasonally by volunteers, has restrooms, visitor information and usually a decent cup of coffee served by one of the volunteers.
	95	Tolo Lake		PVT		Possible interp loop opportunity from Hwy 13 source
	95	White Bird Battlefield	c,d	NPS		NPS site. Interp loop opportunity from Hwy 13 source



MP	Hwy	Site Name	Sign	Mgt	Facilities	Comments
75.5	12	Kooskia ITD Station		ITD		
76	12	Tukaytesp'e Picnic Area		USFS		
89.8	12	Syringa		PVT		Food (seasonal), Lodging (2005), Outfitter and Guide Services.
94.5	12	Three Devils Picnic Area		USFS		
	12	Wild Goose Campground		USFS		
96.8	12	Lowell Wayside	b, c, d	USFS		
96.8	12	Lowell		USFS		Gas, Food, lodging, Outfitter and Guide Services
104	12	Canyon Creek/WWII Japanese Internment Camp		USFS		
104.3	12	Apgar Campground		USFS		Closed in Winter
104.9	12	Glade Creek Campground		USFS		Reservation only.
107.7	12	Major Fenn Picnic Area		USFS		Closed and slated for decommissioning.
108	12	Knife Edge Campground and River Access		USFS		
111.4	12	Split Creek Trail Head and River Access		USFS		
117	12	Wayside (minor)	d	USFS		Wilderness
119	12	Fish Creek River Access		USFS		Emergency Phone. Open Yearround
121.5	12	Lochsa Historical Ranger Station		USFS		Closed in Winter
122.6	12	Wilderness Gateway Campground		USFS		
122.7	12	Sherman Creek Trailhead		USFS		
128.5	12	Bald Mountain ITD Station		USFS/ITD		
129	12	Nine Mile River Access		USFS		



MP	Hwy	Site Name	Sign	Mgt	Facilities	Comments
135.5	12	Eagle Mountain Trailhead		USFS		Pack Bridge Across Lochsa River.
139.5	12	Saddle Camp Wayside		USFS		Emergency Phone.
139.5	12	White Pine River Access		USFS		
142	12	Wier Hot Springs		USFS		Winter Use Discouraged, Not plowed. Poor site distance for ingress/egress.
142.5	12	Mocus Point Trailhead		USFS		Pack Bridge Across Lochsa River.
144	12	Wayside (minor)	d	USFS		Lochsa (Rough Water) and Ancient Servant
147.9	12	Colgate Licks National Recreational Trail		USFS		Not Plowed in Winter.
150.3	12	Jerry Johnson Campground		USFS		Closed in Winter
151.4	12	Warm Springs Trailhead		USFS		Pack Bridge Across Lochsa River.
158.2	12	Wendover Campground		USFS		Closed in Winter
158.4	12	Historic Marker - Whitehouse Pond	d	USFS/ ISHS		
158.5	12	Whitehouse Campground		USFS		Closed in Winter
158.6	12	Wendover Staging Area		USFS		
161.7	12	Lochsa Lodge		PVT		Gas, food, lodging.
161.7	12	Powell Campground		USFS		Closed in Winter
161.7	12	Powell Ranger Station		USFS		
162.8	12	Powell ITD Station		ITD		
165	12	DeVoto Memorial Grove		USFS		
169	12	Wayside (minor)	d	USFS		Lochsa Fishery
171.2	12	Historic Marker - Lolo Trail Crossing	d	ISHS		
174.4	12	Lolo Pass Visitor Center		USFS		Winter sports area. Visitor center with interpretive exhibits, restrooms. IDCL/ITD/MDOT signs.



APPENDIX D:

SCENIC

CONSERVATION

WORKSHOP

Northwest Passage Scenic Byway "CONSERVING THE SCENIC CONTEXT OF OUR HISTORY AND CULTURE" SCENIC CONSERVATION WORKSHOP Best Western Hotel, Orofino, ID May 18-19, 2005

Twenty-two (?) participants representing area towns and counties along the NW Passage Scenic Byway, the State of Idaho and two other state scenic byways met for two days in Orofino, ID to develop a scenic conservation action plan for the Byway. The goal of the workshop was to produce the framework for a Scenic Conservation Action Agenda.

Wanda Keefer, Executive Director of the Clearwater Economic Development Association, organized the workshop and serves as the principal contact person. America's Byways Resource Center sponsored the workshop with Chel Ethun and Michelle Johnson representing the Center at the meeting. Scenic America co-sponsored the workshop and Kevin Fry, President, attended the pre-workshop trip and advised on the workshop content. Meg Maguire, consultant and former President of Scenic America, led the workshop. *Conserving Our Treasured Places: Managing Visual Quality on Scenic Byways*, a book produced by Scenic America and the Resource Center, served as the basic text and provided the framework for the workshop.

This report summarizes the recorded discussion and comments from participants and the workshop leaders throughout the workshop as recorded. The following attachments summarize the structure of the workshop, Ms. Maguire's presentations, the field trip and the worksheets used to help structure the discussion:

Attachment A:	Workshop Attendance
Attachment B:	Workshop Agenda
Attachment C:	Come Closer: See What's Happened Here – A Visitor's Perspective on Accomplishments of the Northwest Passage Scenic Byway
Attachment D:	Conserving the Scenic Context of Our History and Culture: Assets and Possibilities
Attachment E:	Field Trip Visual Quality Observation Form
Attachment F:	Northwest Passage Scenic Byway Conservation Workshop Notes - May 18 Field Trip – Orofino to Stites
Attachment G:	Scenic Conservation Workshop Evaluation Form
Attachment H:	Summary of Workshop Evaluations

"We must take Beauty off its pedestal and put it into policy, practice and performance." (Meg Maguire)



I. Celebrations

- A. See Attachment A. for Ms. Maguire's tribute to the many significant accomplishments of the Northwest Passage Scenic Byway to date.
- B. Other causes for celebration listed by the participants include:
 - Teamwork along a 200 mile stretch
 - Evolution of the Byway plan – It has become more visual and clearer as it has developed.
 - The Byway honors the diversity of the five component geographic sections or parts within the whole.
 - The Byway honors all the actors and partners, creating common ground for all. The Nez Perce presence is honored even in their absence from the planning process.
 - The Byway plan and implementation have reflected a local perspective and concern for the quality of life in the entire region.
 - The Byway has helped in the economic and cultural evolution of the region from resource extraction to tourism. (One example of this is the Best Western Hotel in Orofino.)

II. Top General Concerns About the Future

- Keep the history and the culture of the area in the forefront of all Byway work.
- Sustain the level of effort that has gone into the byway in the past into the future.
- Educate the public about the values of the byway.
- Stem the loss of open space and public land
- Improve highway safety (including handling of the transportation of hazardous materials on the Byway) without compromising the integrity of the beautiful, winding road.
- Retain the character of the Byway.
- Maintain the life-style and quality of life so much valued by citizens in the region in the face of an influx of visitors and new residents.
- Educate the public about the meaning and resources along the Byway to overcome a lack of local knowledge about the Byway and its resources.
- Improve the corridor entry into Lewiston.
- Meet the needs of a changing population in terms of the shortage of affordable housing, business development, older people.
- Control signage so that it does not clutter the region.
- Develop top quality tourism products and market them locally as well as outside the region. It is important to replace lost income from industries that are no longer vibrant.
- Overcome the obstacles that result from the lack of planning and zoning in Idaho County.

III. Scenic Conservation Issues and Strategies - The Workshop Framework (See also *Conserving Our Treasured Places: Managing Visual Quality on Scenic Byways*)

A. Issue Areas

- Issue #1: Design in Towns, Historic Districts, Commercial Areas and Neighborhoods
- Issue #2: Tree and Vegetation Management

- Issue #3: Natural, Working and Designed Landscapes
- Issue #4: Context-Sensitive Highway, Street and Bridge Solutions
- Issue #5: On-Premise, Off-Premise and Roadway Signs
- Issue #6: Wireless Telecommunications Towers/Overhead Utility Wires
- Issue #7: Night Lighting
- Issue #8: Views, Vistas and Open Spaces

B. Strategies

- Education
- Voluntary Measures
- Incorporation into Management/Planning Objectives
- Incentives
- Acquisition or Purchase
- Regulatory Measures

IV. Group Reports - Priority Actions for Scenic Conservation Plan

To meet the needs and opportunities of the region, we reconfigured the issues into 6 working groups that met on the second day of the workshop and reported their findings to the workshop:

Group #1: General Design, Trees and Vegetation

Group #2: Working Landscapes, Views and Vistas, and Utilities

Group #3: On-Premise, Off-Premise and Roadway Signs

Group #4: Main Street Program (National Trust for Historic Preservation)

Group #5: Context Sensitive Highway Solutions

Group #6: Corridor-Wide Issues

Group #1: General Community Design, Trees and Vegetation

Business Design and Location (lower priority)

- Encourage appropriate business location (planning and zoning?)
- Educate people on the value of good designs (fuel stations, etc.)
- Use NTHP Main Street information for downtowns (See Group #4)
- Develop guidelines for highway commercial design to fill in the gaps and to guide property maintenance so as to eliminate "nuisance" issues
- Gain assistance from other communities and counties in the state and elsewhere that may have done this.
- Redevelopment vacant parcels in Kamiah if possible.

Artwork and Murals (medium to high priority)

- Keep up the momentum on adding to the public art in the region.
- Inventory the existing artwork in the region (sculpture/murals)
- Engage the local arts commissions and the state historical society in developing an "artist registry."
- Engage local arts groups in partnership with the byway and help them obtain grants for adding art at locations along the byway.
- Include school districts and the Nez Perce Tribe in the Byway art project. This might also include a series of workshops.
- Clearwater Museum in Orofino needs signage, plantings

Redevelop Key Sites in the Region (high priority)

- Old Mill in Kooskia (an example)
- Partner with private owners.

- Provide technical assistance - EPA brownfields assistance? CEDA? IDA – Lewiston?
- Keep the options open. Provide historical information as needed.

Gateways (high priority)

- Visitor centers (existing and proposed)
- Signage/pullouts
- Brochures
- Places needing a NWPSB sign: 1) On S-bound 95 at Grangeville; 2) Existing pullouts; 3) Before Johnson Road at Lewiston Hill on 95.
- Resources may include City of Lewiston, ITD, Chamber of Commerce

Sidewalks/Bikes (low to medium priority to high [for the community])

- Orofino – pick up where path leaves off (John E.)
- Stites – find funding for sidewalks. Desire is there (Ruth May)
- Partner with ITD - Kevin and Lilly

Community Facilities and Centers (medium to low)

- Includes parks and museums
- Maintain what exists - cleanup and promote
- Begin talking about organization (LEDA) and local partners (city/volunteers) for centers that don't exist.
- Be careful not to overdevelop park in Kamiah.
- The history of salmon in the area may represent an economic development opportunity for recreation as salmon has been an historic part of the economy. There could be special events related to fishing. Interpretation could also be appropriate

Group #2: Working Landscapes, Views and Vistas, Utilities

4 major themes: 1) partnerships; 2) good design; 3) proactive planning and zoning for land use; 4) national treasures (???)

Identify a major project where it is possible to obtain success in 2005-06: public owned cell tower - this can bring much-needed and desired greater coverage to the region.

Apply different strategies:

- Education: Landowners/public. Look at the options and calculate benefits and dollar returns.
- Regulation: Develop a model planning and zoning criteria for cell tower development based on a public process.
- Incentives: Public sector ROI - lower the cost of implementation and generate income; expand service opportunity; increase public safety; increase economic development opportunities for research and education, recruitment of talent to the region; private income opportunities.
- Acquisition: Options may result with site selection criteria. Lease options could involve a public/private trade.
- The process should provide education (information on the site/tower criteria); public/private partnerships with Byway re. publicity (??)



Other Issues

- Tribal properties and their use – Kamiah – Partnerships needed
- Bicentennial Gardens – dump site – Kamiah
- Need to investigate and enforce the Idaho statute on junkyards
- Private home development on ridgelines throughout the region is becoming a problem.
- Either screening or interpretation of the Potlatch operation in Lewiston is needed.
- There is no land trust in the region to deal with farmers, ranchers and others who may wish to conserve their land through easements.
- Power lines in the region need to be sited sensitively.
- Wildfires are dangerous and can create landslides.

Group #3: On-Premise, Off-Premise and Roadway Signs

Specific projects to improve signage:

- Welcome to Orofino and Lewiston signs : 1) talk to Garry Young re. funding; 2) come up with 20% match)
- Way-finding system statewide – 1) Get an endorsement from ??? SB; 2) apply for funds; obtain match.
- Advertise attractions – 1) ask Garry for specific approach signs; 2) find match.
- Provide incentives for combining business in off-premise signs (??)
- Encourage businesses to use international symbols in describing their services.
- In city parking lots, use “You are Here” signs and show where that is in relation to services. 1) educate city officials and businesses about the need for the program; 2) find funding; 3) draft a maintenance agreement.
- Designate more “historic shopping districts” and place signs along the byway so people will get off into the towns – 1) explore regulatory constraints (Steve Holland, ITD); 2) educate ITD by inviting Steve Holland and Jan Strough.
- Improve street signs (currently they are too small)
- Educate the regulatory agencies on the value of selling the experience of getting people into the business and shopping districts.
- Improve interpretation of dam and perhaps have a directory of local businesses near (but not in) the Canoe Camp pullout.
- Replace Nez Perce entry signs
- Provide more education about the Gold Rush Ferry Crossing since this is a chapter of history that people find fascinating.

Billboards

- Develop alternatives (way-finding system; other forms of advertising)
- Develop better cooperation with the Nez Perce tribe by educating tribal tourism staff about alternatives. Tie all dialogue into the values that are important to the tribe including preservation and appreciation of the natural environment. Encourage the tribe to adopt a sign ordinance.
- Directional signs can be an important and key component in a way-finding system. Explore meeting local business needs through a region-wide system. Such as system would be in the interest of the traveling public, the state DOT, historic, scientific and education interests in the region to direct people to their facilities.

Other

- Educate communities on scenic conservation issues
- Partner with enforcers to help persuade and/or develop alternatives through peer pressure, voluntary issues and solutions.
- Develop a stronger partnership with the tribe.

Group #4: Main Street Program (National Trust for Historic Preservation)

Technical Assistance for Historic Structures

- Education is important – 2006 priority
- Identify partners to get answers re. process/criteria/resources: ISHS, SHPO, NTHP, ID Heritage Trust
- Investigate tax credits for historic rehab.
- Investigate low interest loans
- Identify historic buildings at risk
- Public development/URA (???)

Sidewalks (Stites/Kamiah)

- Include in the Corridor Management Plan – Fall ‘05
- Project scope and cost estimates; impact of vegetation – Summer ‘05
- Apply for Transportation Enhancement funds – Fall ‘05
- Investigate tree grant from IDL
- Attend ITD Road Show – Fall ‘05
- Apply for a CDBG (block grant) – Nov. ‘05

Entry Icons for Towns - Fall ‘05 CMP

- Signs
- Entry monuments
- Partners: Cities, ITD, 4-H, Boy Scouts, civic groups
- Determine options and most effective/feasible methods.
- Include public art

Establish a National Main Street Program Education (June–Dec 2005)

- Establish an awareness program through the chambers of Commerce, city councils, county commissions, IEDA, IDCL, AIC, IRP, EDC’s
- Link to the Gem program restructuring (May 26)
- Set up a pilot program in NC Idaho
- Link to the scenic byway, Phase I (incorporated towns) – CCLE – DC; IDCL (Doug); CEDA (Lorraine) ITD (Garry)
- Get sufficient resources to implement effectively
- Review code issues
- Design guidelines
- Incentives
- Address maintenance issues for existing historic buildings.

Voluntary Measures

- Business improvements and recognition
- Letters of support
- Match (cash/in kind) – cities/EDC’s

Incentives/Funding

- Funding for participation
- Economic development
- Local project impact



Group #5: Context Sensitive Highway Solutions

Road Issue	Short-term	Medium-term	Long-term
Road noise	Demo project		
Jersey barriers	Demo project		
Safety study <ul style="list-style-type: none"> • Pull-outs • Passing lanes • Intersections • Hazmat transport • Parking 	Secure \$\$ Demo project for a roundabout. ¹ Potential sites include Lewiston and Kooskia		
Bridges	Cherry Lane – Old bridge could be used for fishing; new bridge should incorporate CSS design standards		Lewiston bridge needs to be replaced to preserve Park, make changes to facilitate pedestrian access.
Recreation opportunities <ul style="list-style-type: none"> • Sportsmen access • Trails (loops) • Bikes/ pedestrians 	Discourage use on Highway 12. Explore alternatives for recreation on bikes in the region.		
Public Process			
Design standards		Develop CSS guidelines for state scenic byways	

¹ Doug presented four top reasons for using roundabouts where appropriate in the region: 1. They are cheaper than signalized intersections; 2. they have low maintenance costs; 3. they reduce the number of collisions; and 4. they reduce the severity of collisions due to the angle at which cars travel relative to each other.

Group #6: Corridor-Wide Issues

Multi-State Byway Extension – high priority

- Communication with state DOTs in MT and WA - Follow up contact with local groups; work with ITD byway coordinator and Byways Resource Center.
- Time frame: Establish Mt and WA state-designated extensions of NW Passage Scenic Byway by 2006; CMP revision, 2007; national nomination, 2008.

Common Byway Icon/Brand – high priority

- Unify byway-wide identification.
- Education – Locate and bring partners together
- Decide upon icon
- Seek funding (incentives)
- Lead: Byway Advisory Team
- Establish icon/branding system by 2007; apply it across byway and its extensions by 2008

Public Education – medium priority

- Identify a media strategy for byway recognition and awareness
- Inventory available and prospective media products, services and audiences
- Byway advisory team/partners
- Education on Idaho law to pull over if there are more than 3 cars behind you; and on passing lanes vs. turning lanes. Lolo pass is an example.

Other – lower priorities

- Promote rustic roads as alternatives
- Explore the feasibility of an excursion train for the region
- Interpret agriculture and the way of life of the region to visitors
- Try to get more traffic into guided bus/van tours through promoting “fly-ins” to tourists.

V. Tools and Methodologies for Scenic Conservation

Ms. Maguire suggested a number of methodologies, strategies and other tools that could be helpful in implementing the Scenic Conservation Action Agenda:

- Visual simulation is very powerful to look at alternative futures for the byway and to literally, look at change before it occurs. Simple 2-dimensional photo-montage could be used to show how signs, a way-finding system, road improvements, potential threats such as billboards or additional ridgeline development might look. A more sophisticated program that can help communities with modeling physical and economic data is Community Viz, available at low cost from the Orton Family Foundation.
- The term scenic should appear and be detailed in all planning and implementation documents that lay the foundation for land use or economic development decisions so that subsequent regulatory, purchase or other official actions are well-grounded in stated intention. Furthermore, unless this term -- and related terms such as those used in this workshop -- are included, it will not



become operational and the right professionals (landscape architects, planners, architects, environmental graphic designers) are less likely to be "at the table" when making decisions. Along the Byway it is particularly important to state why the scenic context is important to the history and culture of the region. This is an important way to take Beauty off its pedestal and put it into policy, practice and performance.

- Planning expertise is available in the region through Brian, Betty and Lorraine (Main Street revitalization). They might be included in a strategy to make presentations to elected officials and to engage and train a cadre of citizen planners in the region.
- Awards and recognition for work and contributions along the byway could have a significant impact on public education, could reward good examples of design, etc. and could engage more people in the Byway planning and interpretation process.
- Business sponsorships and memorial opportunities can help the Byway gain extra help and support. There are already a number of memorial plaques at sites along the byway remembering those who have made special contributions. This informal tradition could be elevated to a strategy.
- Design education can take place in many ways. The first step is to get people out looking at their surroundings and recording with camera or even just notes what they like and don't like and why. Scenic America's publication, *O, Say, Can You See?* has 16 community exercises to get people out and engaging with their communities. They contain detailed instructions but can be adapted to fit any age group or circumstances at the discretion of the leader.
- Funding profiles for various types of improvements in the region can help engage the public in supporting grant requests from government and from local foundations.
- A national study of way-finding systems might be something that FHWA and America's Byways Resource Center could undertake. The study would include information from Maine and Vermont, the Laurel Highlands Scenic Byway, and other systems in use around the country. It would also include model language from other states that permit Tourist Oriented Direction Signs. In addition, the study would include information on using international systems and symbols.
- CSS is gaining greater acceptance by state DOTs, but citizens must press hard for its implementation in all circumstances. CSS is about process and about the end result. There is a lot of training and information now available to help engineers do a better job of road design. The Historic American Engineering Record of the NPS has done an incredible job of documenting park road design from the early 20th century. You can find this report and much more on the web site developed for FHWA by Project for Public Spaces and Scenic America at www.contextsensitivesolutions.org.

- Potential state legislation to create a state-wide Main Street program and to redefine the rules for Tourist-Oriented Directional Signs may be needed. In addition, advocacy groups in the state may wish to consider CSS legislation that could help ensure that CSS would be the operating philosophy of the DOT beyond its current receptive leadership. Scenic America has developed such legislative language that is found in the publication made available to participants, *Getting It Right in the Right-of-Way*.
- Pesky operational issues need attention. State rules for matching federal transportation funds are rather rigid and are causing significant project delay and are demoralizing those working to get good things done. An immediate priority should be to find other states that have found appropriate ways to help communities meet matching requirements that move projects along in a realistic way.
- Ed Hall of the Bureau of Indian Affairs in Washington, DC may be helpful as collaboration with the Nez Perce tribal leaders develops. Mr. Hall has considerable experience with the National Scenic Byways Program and a track record of working successfully with tribes.
- A Scenic Idaho could greatly advance the cause of scenic conservation in the state. Scenic America has 10 state affiliates including Nevada and California. These advocacy groups have accomplished remarkable results on billboard control and many other scenic conservation issues where they have found good leadership that has persisted over time. Scenic America will work with any group of people who are interested in starting an associate group in Idaho.

VI. Resource Materials from Scenic America

Scenic America made available all of its publications and many others for this workshop. Additional copies may be obtained from Scenic America online at www.scenic.org.

Change is inevitable; ugliness is not.

Report prepared by Meg Maguire, Community Conservation Consultant, for Scenic America and America's Byways Resource Center.

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APPENDIX E: LETTERS OF SUPPORT

Letters in support of the Northwest Passage Scenic
Byway were written by:

Dirk Kempthorne, Governor, State of Idaho

Nez Perce Tribe

National Park Service

USDA Forest Service

Idaho Department of Commerce and Labor

American Automobile Association

City of Weippe

City of Lewiston

City of Kendrick

City of Nezperce

City of Orofino

Clearwater County

Clearwater County Economic Development Committee

